

N.W.P.R.R.

T8

TRANSIT BOOK

14.113.0132

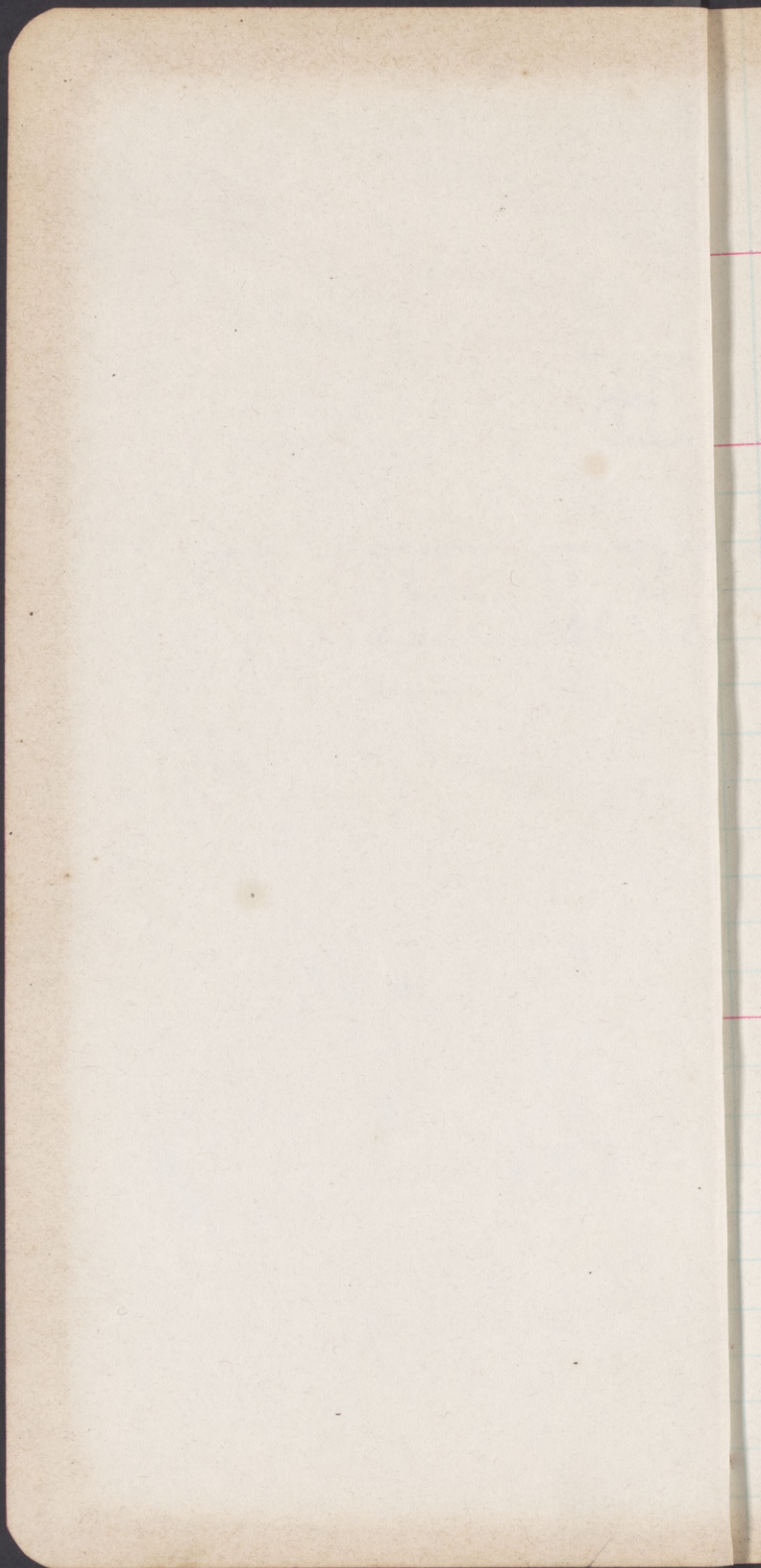
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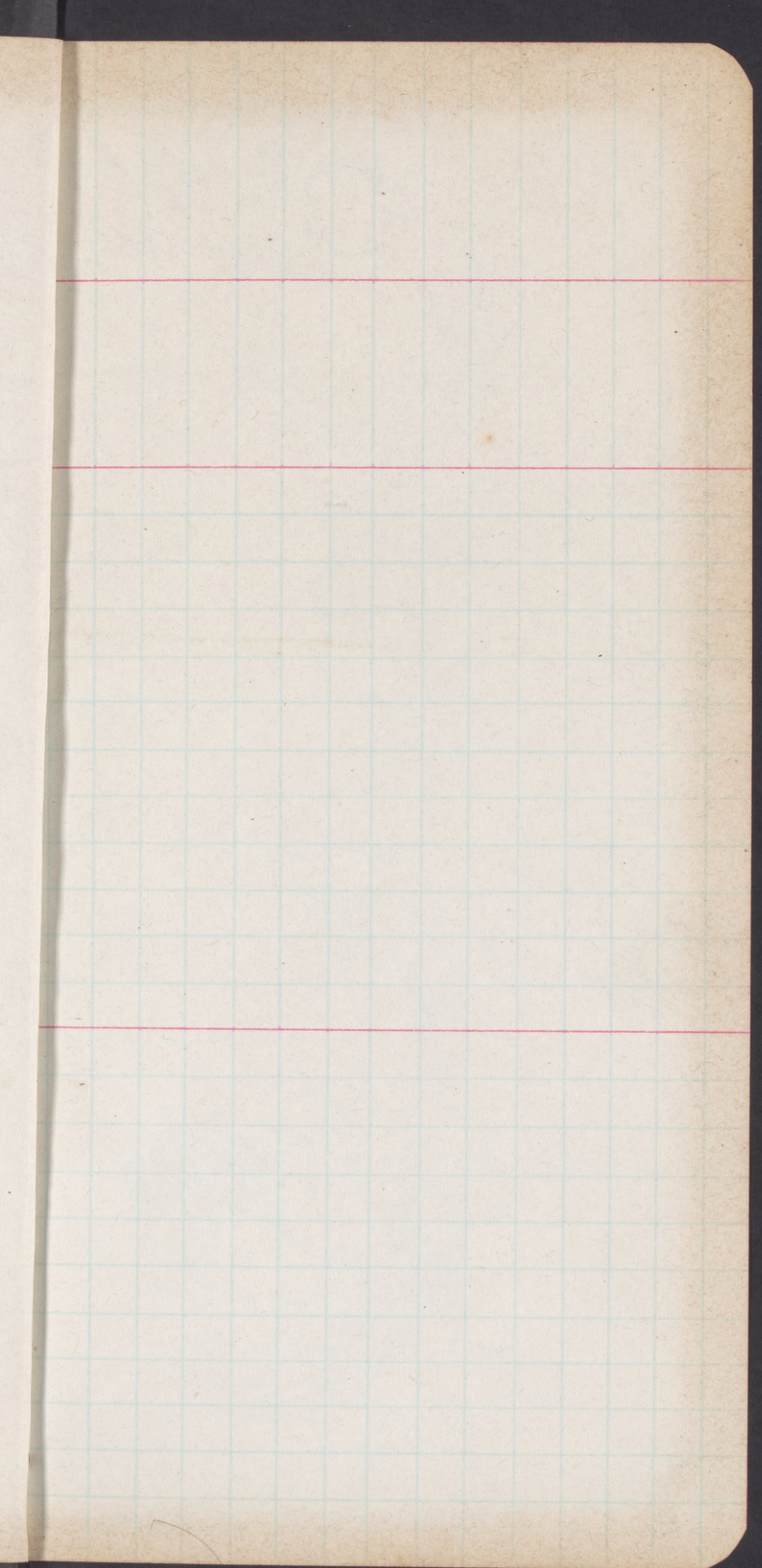


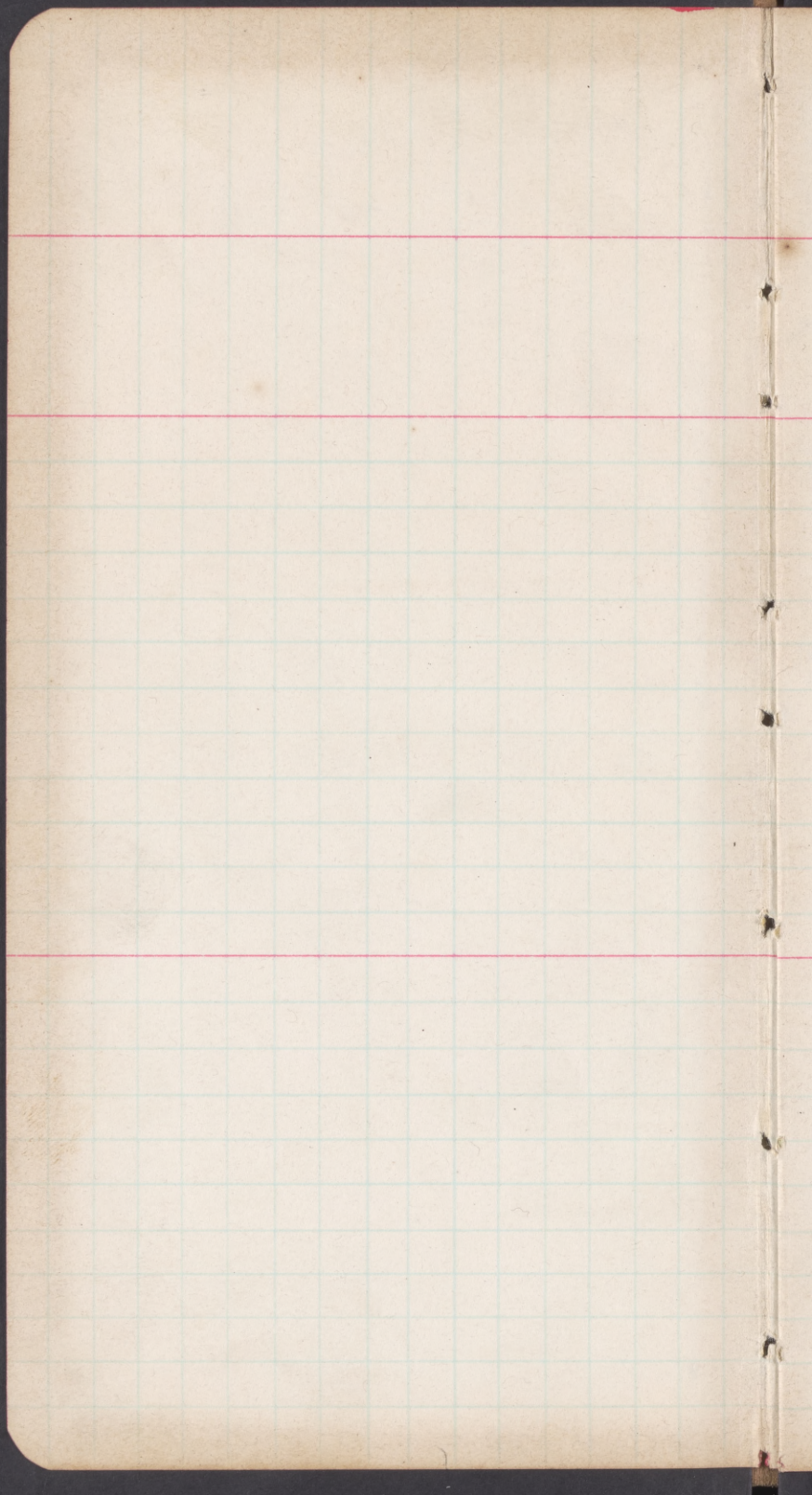
N. W. P. R. R.

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Asst. Engr.  
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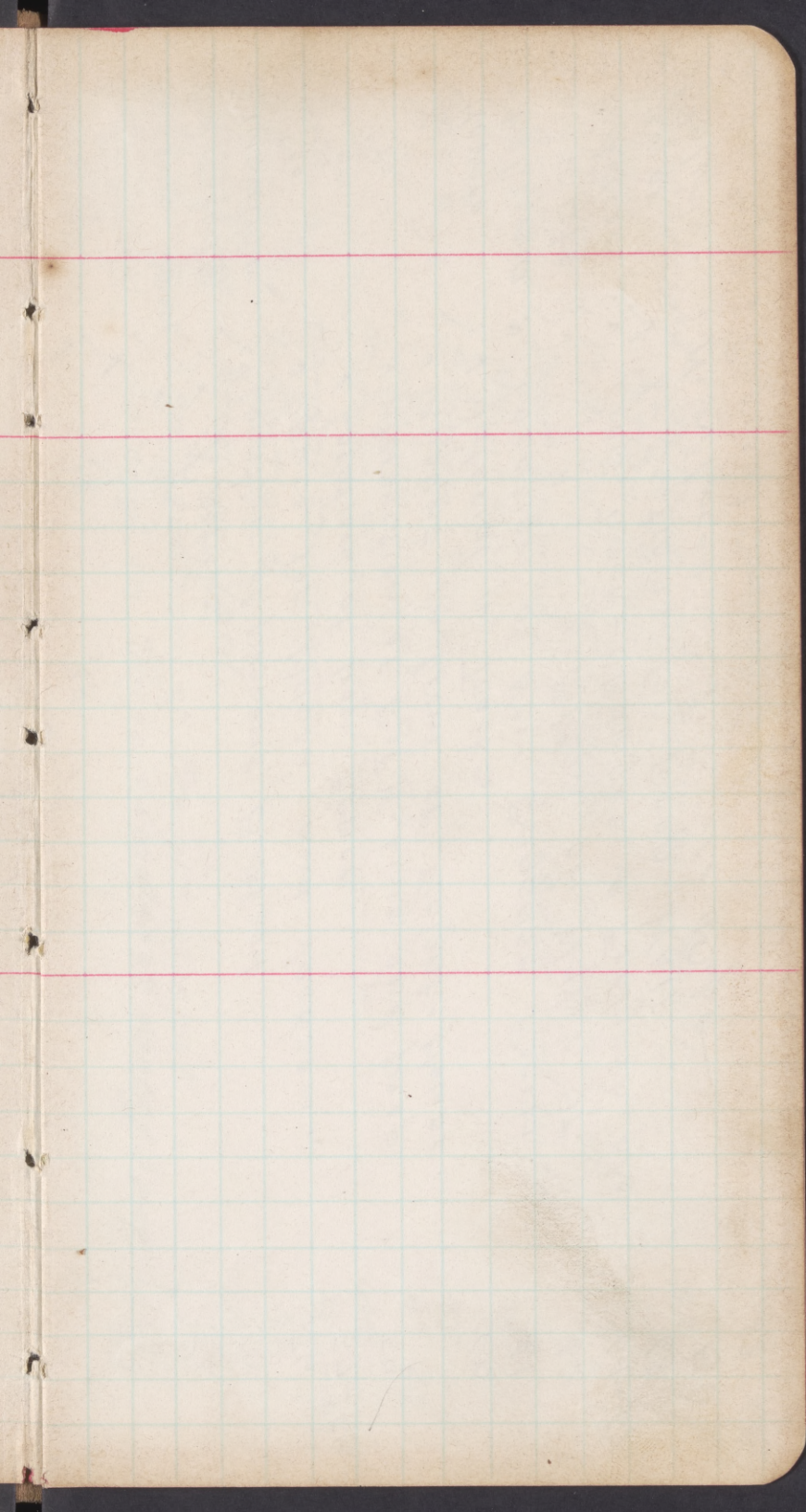












|            |     |                                         |    |        |
|------------|-----|-----------------------------------------|----|--------|
| Sherwood   | : ✓ | 20                                      | 20 | } 53   |
| Yerr-Spur  | : ✓ | 20                                      | 20 |        |
| Swamp-Spur | : ✓ | 20                                      | 20 |        |
| Healdsburg | : ✓ | X sections                              |    | 54     |
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| Novato     | : ✓ | Material in Tracks.                     |    | 60     |
| Petaluma   | : ✓ | Location of New Baggage Room.           |    | 61     |
| Sausalito  | : ✓ | " " Bldgs. on Water st.                 |    | 62     |
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| Petaluma   | : ✓ | New Location of Freight Depot           |    | 50     |
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Danvers : Base Bridge Tr. a few feet north of Wye 18

23+37<sup>2</sup>24+71<sup>1</sup>

6°40'

Location: May 21<sup>st</sup> - 1913"A" Line

0+00 = Sta. 546 Pl. 46°22' Lt.

+50 B.C. 11° Lt. Heel #9 Frog.

4+00 E.C.

5+90 B.C. 15° Lt.

6+90 E.C.

7+50 B.C. 8° Rt.

9+50 E.C.

11+09<sup>17</sup> B.C. 1°30' Rt.12+09<sup>17</sup> E.C.13+80<sup>92</sup> P.O.T.Location May 22<sup>nd</sup> - 1913"A" Line13+38<sup>1</sup> B.C. 25° Lt.14+63<sup>1</sup> E.C.15+13<sup>1</sup> B.C. 22°30' Rt.17+13<sup>1</sup> E.C.17+46<sup>1</sup> P.O.T. (Stake in Tree Stump)17+96<sup>1</sup> B.C. 23° Lt.18+71<sup>1</sup> E.C.19+71<sup>1</sup> B.C. 16° Rt.20+71<sup>1</sup> P.O.C.



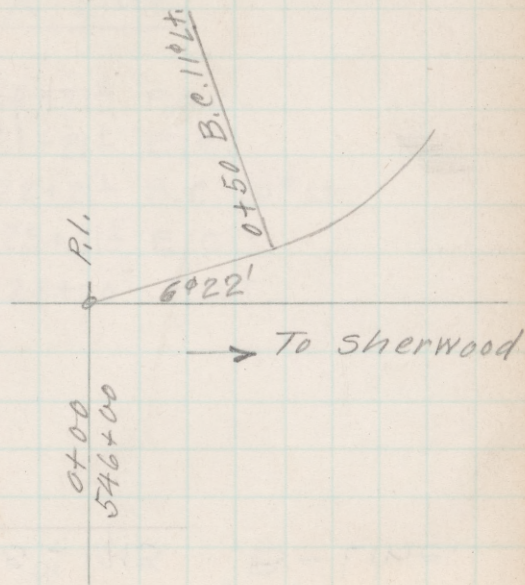
Spur for A.W. Foster near Sylvaudale.

Preliminary Survey: May 20<sup>th</sup> 1913

(1.)

0+00 = 546+00

| From Sta. to Sta.   |                     | Angle  |        |
|---------------------|---------------------|--------|--------|
|                     |                     | Left   | Right  |
| 0+00                | 5+03 <sup>2</sup>   | 26°53' |        |
| 5+03 <sup>2</sup>   | 6+77 <sup>6</sup>   | 20°15' |        |
| 6+77 <sup>6</sup>   | 9+26 <sup>09</sup>  | 4°39'  |        |
| 9+26 <sup>09</sup>  | 11+54 <sup>35</sup> |        | 7°05'  |
| 11+54 <sup>35</sup> | 13+68 <sup>95</sup> |        | 1°46'  |
| 13+68 <sup>95</sup> | 15+26 <sup>55</sup> | 30°15' |        |
| 15+26 <sup>55</sup> | 18+21 <sup>0</sup>  |        | 32°31' |
| 18+21               | 19+83 <sup>6</sup>  | 20°14' |        |
| 19+83 <sup>6</sup>  | 21+91 <sup>0</sup>  | 43°45' |        |
| 21+91 <sup>0</sup>  | 23+37 <sup>5</sup>  | 38°00' |        |
| 23+37 <sup>5</sup>  | 24+71 <sup>9</sup>  | 6°40'  |        |



Line-Change: May 28<sup>th</sup> 1913 "B"-Line.

"B" 6+45° E.C. of 15<sup>+</sup> Lt. = "A" 6+45° P.O.C.

11+00° B.C. 6<sup>+</sup> Rt.

12+00° E.C.

13+03<sup>+</sup> B.C. 21<sup>+</sup> 30' Lt.

"B" 14+50° E.C. = "A" 14+59<sup>3</sup>



Spur for A.W. Foster near Sylvandale.

(2.)

Location continued: May 23<sup>rd</sup> - 1913:

"A" Line

May 26<sup>th</sup> - 1913

"A" Line

28+00 P.O.T.

29+00 B.C. 10<sup>ft</sup> Lt.

33+50 E.C.

34+50 P.O.T. (End of Track)

20+71<sup>1</sup> P.O.C.

21+21<sup>1</sup> E.C.

22+21<sup>1</sup> B.C. 20<sup>ft</sup> Lt.

25+21<sup>1</sup> E.C.

28+00 P.O.T.

|                      |      |      |                    |           |      |
|----------------------|------|------|--------------------|-----------|------|
| 4+00                 | 10.5 | -4.7 | 16+13 <sup>-</sup> | 7.8       | 0.8  |
| +40                  | 12.0 | -6.2 | +63 <sup>-</sup>   | 6.68      | 1.9  |
| 5+00                 | 11.3 | -5.5 | T.P. 4.34          | H.1. 7.39 |      |
| +50                  | 8.3  | -2.5 | 17+13 <sup>-</sup> | 5.24      | 2.1  |
| +90                  | 7.8  | -2.0 | +96 <sup>-</sup>   | 5.09      | 2.3  |
| T.P. 7 <sup>07</sup> |      |      | 18+21 <sup>-</sup> | 5.11      | 2.3  |
| H.1. 1.38            |      |      | +46 <sup>-</sup>   | 5.95      | 1.4  |
| 6+30                 | 4.65 | -3.3 | T.P. 5.96          | H.1. 5.07 |      |
| +60                  | 4.55 | -3.2 | +71 <sup>-</sup>   | 2.72      | 2.3  |
| +90                  | 5.2  | -3.8 | 19+21 <sup>-</sup> | 4.57      | 0.5  |
| 7+50                 | 3.99 | -2.6 | +71 <sup>-</sup>   | 6.2       | -0.1 |
| 8+00                 | 3.7  | -2.3 | 20+21 <sup>-</sup> | 6.39      | -1.3 |
| +50                  | 4.47 | -3.1 | +71 <sup>-</sup>   | 3.24      | 1.8  |
| 9+00                 | 3.58 | -2.2 | T.P. 2.86          | H.1. 8.73 |      |
| +50                  | 2.4  | -1.0 | 21+21 <sup>-</sup> | 4.24      | 4.5  |
| T.P. 1 <sup>78</sup> |      |      | +71 <sup>-</sup>   | 4.67      | 4.1  |
| H.1. 3.79            | 4.43 | -0.6 | 22+21 <sup>-</sup> | 5.14      | 3.6  |
| 10+59 <sup>17</sup>  | 7.55 | -3.8 | T.P. 4.62          | H.1. 8.67 |      |
| 11+09 <sup>17</sup>  | 6.9  | -3.1 |                    |           |      |



May 23<sup>rd</sup> - 1913  
 Spur for A.W. Foster near Sylvandale.

(3.)

Levels over "A" Line.

| B.M. Spike in Tel. Pole |      | Rt. Sta. |                    |                     | Rod  | Elev. |
|-------------------------|------|----------|--------------------|---------------------|------|-------|
| Elevation 0° assumed.   |      |          |                    |                     |      |       |
| H.I.                    |      | Rod      | Elev.              |                     |      |       |
| 5.78                    | +    |          |                    |                     |      |       |
| 0+00                    |      | 6.55     | -0.77 (Top of tie) | 11+59 <sup>17</sup> | 4.68 | -0.9  |
| +50                     |      | 7.08     | -1.3               | 12+09 <sup>17</sup> | 7.34 | -3.5  |
| 1+00                    | 5.2  |          | 0.58               | +59 <sup>17</sup>   | 6.64 | -2.8  |
| +50                     | 5.13 |          | 0.65               | T.P. 6.28           |      |       |
| 2+00                    | 5.05 |          | 0.7                | H.I. 5.46           |      |       |
| +50                     |      | 6.1      | -0.32              | 13+09 <sup>17</sup> | 9.2  | -3.7  |
| 3+00                    |      | 7.95     | -2.17              | +38 <sup>1</sup>    | 6.78 | -1.3  |
| +50                     |      | 9.4      | -3.62              | +88 <sup>1</sup>    | 4.83 | +0.6  |
| +75                     |      | 9.87     | -4.09              | 14+38 <sup>1</sup>  | 3.35 | +2.1  |
| 4+00                    |      | 10.5     | -4.7               | T.P. 3° H.I. 8.57   |      |       |
|                         |      |          |                    | 14+63 <sup>1</sup>  | 7.68 | 0.9   |
|                         |      |          |                    | 15+13 <sup>1</sup>  | 8.5  | 0.0   |
|                         |      |          |                    | +63 <sup>1</sup>    | 8.09 | 0.5   |
|                         |      |          |                    | 16+13 <sup>1</sup>  | 7.8  | 0.8   |
|                         |      |          |                    | +63 <sup>1</sup>    | 6.68 | 1.0   |

28+03  
+50  
29  
T.P. 4 <sup>83</sup> 30 <sup>404</sup>  
+50

30  
+50  
T.P. 4 <sup>345</sup> 33 <sup>044</sup>

31  
+50  
32  
+50  
T.P. 8 <sup>013</sup> 35 <sup>187</sup>

33  
+50  
34

9.5 16.8  
6.7 19.6  
2.9 23.4  
0.76 25 <sup>574</sup>  
5.0 25 <sup>4</sup>

4.6 25.8  
2.8 27.6  
1.705 28 <sup>699</sup>

5 <sup>1</sup> 27.9  
4 <sup>9</sup> 28.1  
5 <sup>1</sup> 27.9  
5 <sup>2</sup> 27.3  
5 <sup>82</sup> 27 <sup>174</sup>  
7.7 27.5  
4.9 30.3  
4.7 30.5

+50 6.2 -2.7  
12+00 8.5 -4.0  
+50 8.1 -3.6  
13+00 10.7 -6.2  
+50 5.7 -1.2  
T.P. 4 <sup>095</sup> 3 <sup>053</sup> 5.607 -1.042  
14+03 1.7 +2.3  
+50 1.2 +1.8

---

T.P. 2.92 33 <sup>212</sup> 4 <sup>895</sup> 30 <sup>292</sup>  
^  
+50 5 <sup>3</sup> 27 <sup>9</sup>  
35 4 <sup>2</sup> 29 <sup>0</sup>  
B.M. 1 <sup>644</sup> 31 <sup>568</sup>



May 28<sup>th</sup> - 1913

(4.)

Levels over "A" Line continued.

| Sta.                  | H.I.              | Rod              | Elev.             |
|-----------------------|-------------------|------------------|-------------------|
| B.M. 2.421            | 8.861             |                  | 6.44              |
| 22+71                 |                   | 6.4              | 2.5               |
| 23+21                 |                   | 5.0              | 3.9               |
| +71                   |                   |                  |                   |
| T.P. 8 <sup>065</sup> | 15 <sup>721</sup> | 1 <sup>205</sup> | 7.656             |
| 24+21                 |                   | 7.3              | 8.4               |
| 25+21 (?)             |                   | 6.0              | 9.7               |
| +50                   |                   | 4.4              | 11.3              |
| 26                    |                   | 4.3              | 11.4              |
| +50                   |                   | 3.4              | 12.3              |
| 27                    |                   | 2.7              | 13.0              |
| T.P. 11 <sup>65</sup> | 26 <sup>334</sup> | 1 <sup>037</sup> | 14 <sup>684</sup> |
| +50                   |                   | 1 <sup>6</sup>   | 14.7              |

Levels over Line-Change.

| Sta.                  | H.I.             | Rod     | Elev. |
|-----------------------|------------------|---------|-------|
|                       | 2 <sup>132</sup> | + 3.422 | -1.29 |
| 6+45                  |                  | 5.9     | -3.8  |
| +94                   |                  | 6.4     | -4.3  |
| 7+50                  |                  | 5.4     | -3.3  |
| 8+05                  |                  | 6.9     | -4.8  |
| +59                   |                  | 6.4     | -4.3  |
| 9+02                  |                  | 5.4     | -3.3  |
| T.P. 7 <sup>515</sup> | 4 <sup>565</sup> | 5.082   | -2.95 |
| +50                   |                  | 5.8     | -1.3  |
| 10+00                 |                  | 6.8     | -2.3  |
| +50                   |                  | 8.8     | -4.3  |
| 11+00                 |                  | 8.9     | -4.4  |

28+03

9.5

16.8

50

6.2

-2.7

Tiburon. June 3<sup>rd</sup>-13.

Main - Line

12<sup>1</sup>

12<sup>1</sup>

12<sup>1</sup>

15<sup>0</sup>

0400 Heel #9 Frog

0456<sup>2</sup> B.C.

D.C. 13<sup>4</sup>30'  
Δ 15<sup>4</sup>08'  
ST. 56<sup>1</sup>51'

1468<sup>8</sup>  
E.C.



Willits Yard Changes,  
May 19<sup>th</sup> - 1913.

(5.)

Tiburon. June 2<sup>nd</sup> - 1913.

Slip-Switches.

3552+469

121<sup>12</sup>

150<sup>15</sup>

12<sup>1</sup>

15°

Pt. #10 Frog

26<sup>89</sup>

Pt. #10 Frog

95<sup>12</sup>

Pt. #10 Frog

55<sup>78</sup>

Pt. #10 Frog

95<sup>12</sup>

Pt. #10 Frog

8<sup>84</sup>

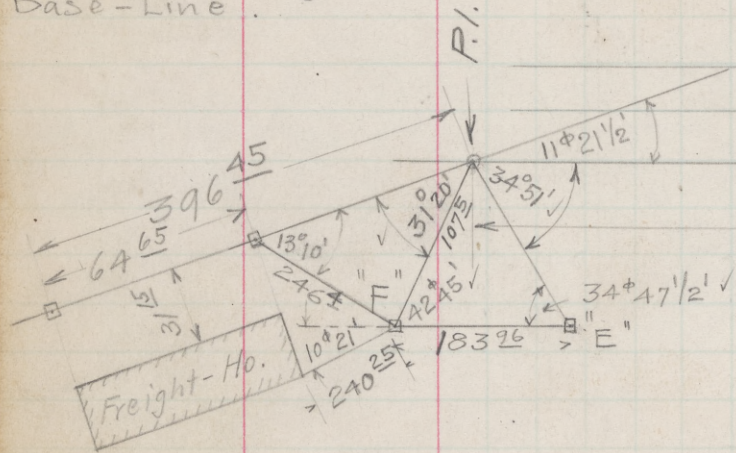
B.C. 7' 20"

Heel of Frog

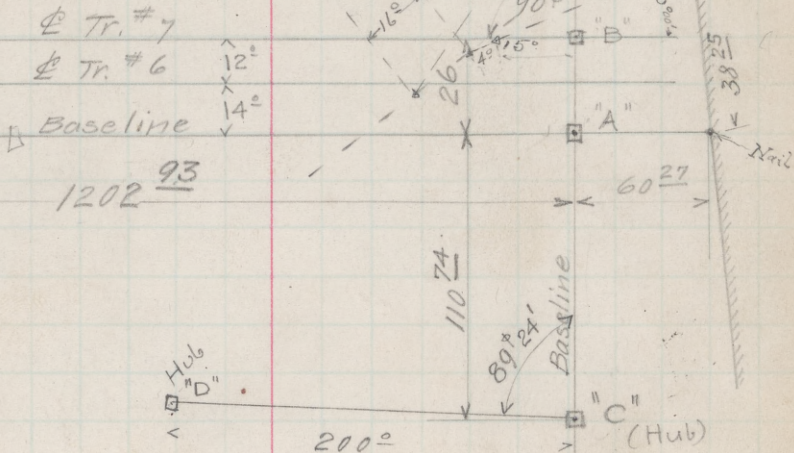


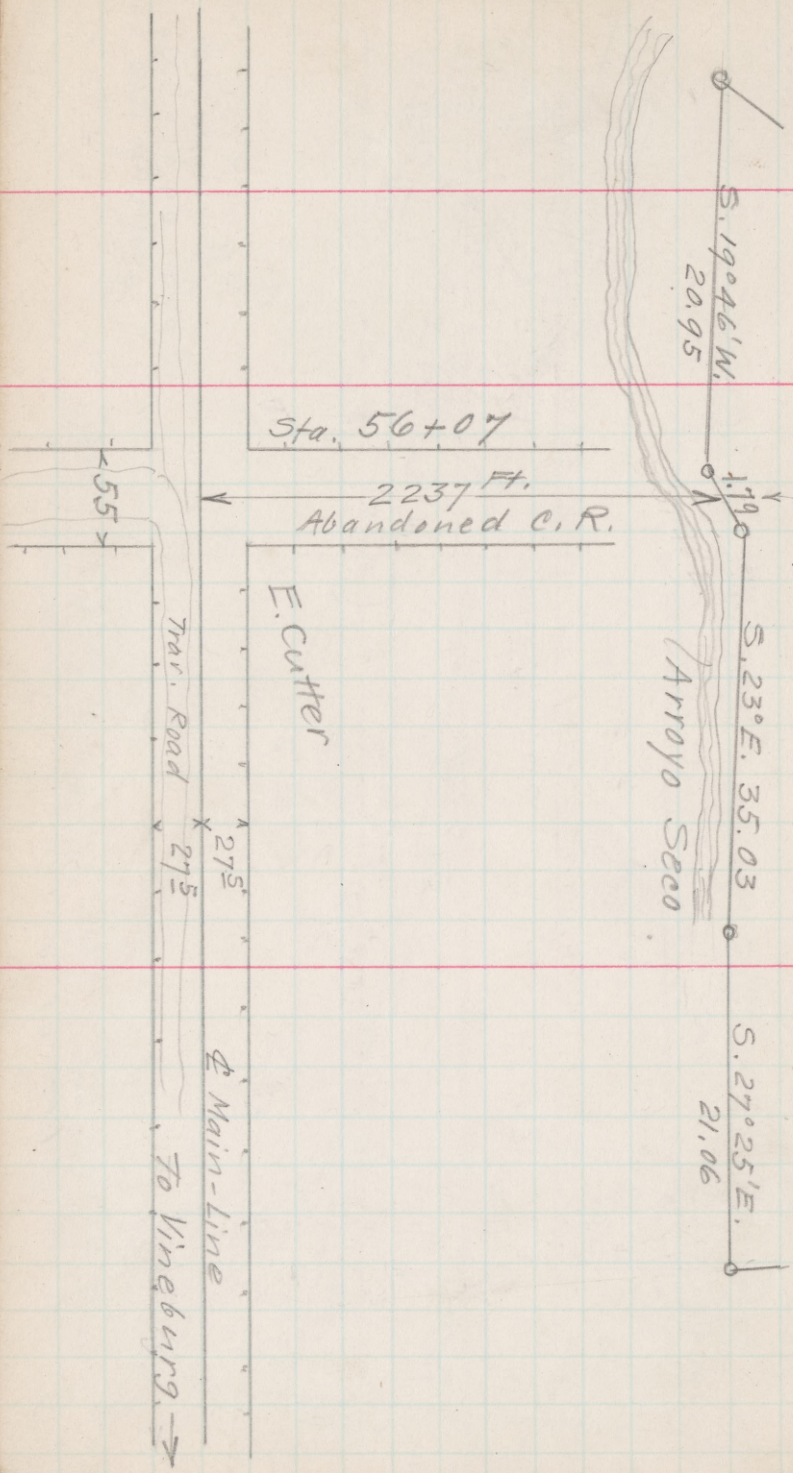
"C, D, E, F."

Hubs set against curbing, to be used for reproducing Base-Line.



"F" opposite Pole  $\frac{1}{35}$







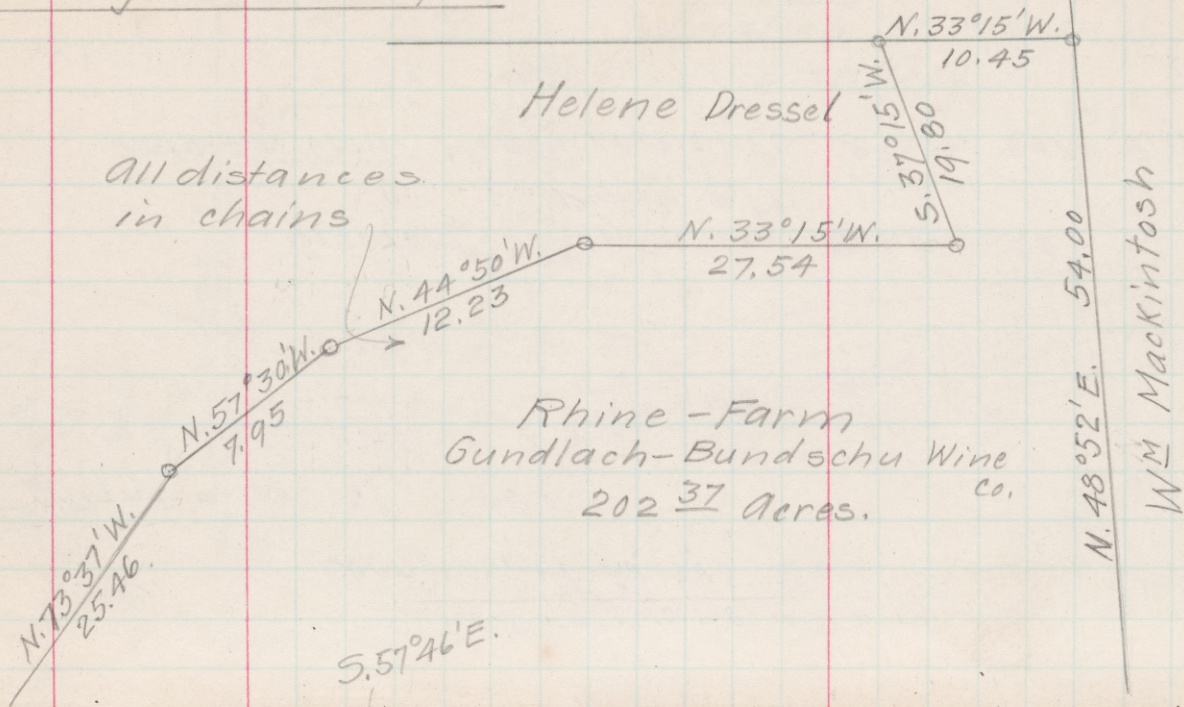
Vineburg : June 4<sup>th</sup> 1913

Henry Caillerud

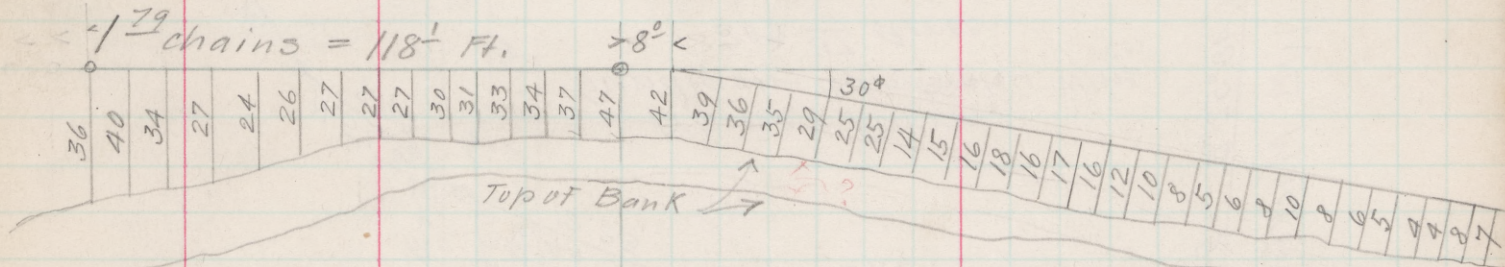
(17.)

Helene Dressel

All distances  
in chains



Vineburg; June 4<sup>th</sup> 1913  
Location of Arroyo Seco.



Greatest Distance betw. Banks 45°  
 "      Depth 8 Ft.

Distance betw. Measurements 8<sup>5</sup> Ft. each time.





Pine.

Location of Shore-Line near Mason's Distillery

See sketch on page 8.

Set up opp. 49+00

F.S. on 59+00

Telescope on line A-A<sub>1</sub>

All angles to Rt.

- |            |            |
|------------|------------|
| 1) 29°00'  | 9) 45°00'  |
| 2) 34°30'  | 10) 47°30' |
| 3) 39°00'  | 11) 49°40' |
| 4) 43°00'  | 12) 51°35' |
| 5) 44°10'  | 13) 53°30' |
| 6) 37°00'  | 14) 55°30' |
| 7) 39°30'  | 15) 57°00' |
| 8) 42°30'  | 16) 58°40' |
| 17) 60°00' | 18) 61°30' |

Set up opp. 59+00

B.S. on 49+00

Telescope on line B-B<sub>1</sub>

- |                |               |
|----------------|---------------|
| 18) 15°20' Rt. | 9) 25°50' Lt. |
| 17) 9°30' Rt.  | 8) 29°20' "   |
| 16) 5°00' Rt.  | 7) 33°00' "   |
| 15) 0°00'      | 6) 36°30' "   |
| 14) 5°00' Lt.  | 5) 45°30' "   |
| 13) 9°50' "    | 4) 46°40' "   |
| 12) 14°10' "   | 3) 49°20' "   |
| 11) 18°15' "   | 2) 51°45' "   |
| 10) 22°15' "   | 1) 54°00' "   |



Base Line.

Δ B" See pg 6

9.

110° 24'

7° 49'

Harbor Curb Line "C"

22° 17' 11"  
68° 07' 11"  
Spike

307° 12'

Center Line Water Street.

24° 27'

Monument

Sausalito : Tie to & Water St.

June 18, 1913.

See also Page 6.

+68 Pt. frog.

+179 Pt. SW.

3+08<sup>3</sup> Pt. frog

+84<sup>8</sup> End Spur

+39<sup>5</sup> Pt. SW.

2+08<sup>5</sup> Pt. frog.

+39<sup>2</sup> Pt. SW.

1+00

0+00

West Line Johnson St.

V. B. Main Line

F. B. M. Line



Sausalito.

Tracks on Block 14.

7+26<sup>2</sup> Pt. Str.

June 19, 13.

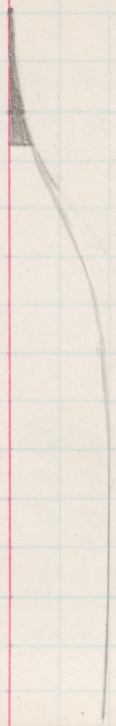
6+57<sup>2</sup> Pt. frog. Pt.

(10)

5+26<sup>2</sup> End Spur 35<sup>2</sup> Lt

4+91<sup>2</sup> End Spur in Lbr yard

DML & L. Co.  
Lbr Yds & Mills.



# Levels

(Larkspur to Baltimore Park)  
B.M. Elev. as assumed.

| Sta.     | Rod     | H.I.   | Elev. |
|----------|---------|--------|-------|
| B.M.     | + 6.058 | 6.058  | 0.9   |
| 345      | 5.160   |        | 0.9   |
| 344      | 4.58    |        | 1.48  |
| 343      | 4.13    |        | 1.93  |
| 342      | 3.8     |        | 2.26  |
| 341      | 3.1     |        | 2.96  |
| 340      | 2.2     |        | 2.86  |
| 339 T.P. | - 1.592 |        | 4.466 |
|          | + 8.0   | 12.466 |       |
| 338      | 6.78    |        | 5.69  |
| 337      | 5.77    |        | 6.7   |
| 336      | 4.4     |        | 8.1   |
| 335      | 2.8     |        | 9.7   |

| Sta.   | Rod  | H.I.  | Elev. |
|--------|------|-------|-------|
|        |      | 14.52 |       |
| 333+50 | 2.44 |       | 12.1  |
| 333    | 1.63 |       | 12.9  |
| +50    | 0.87 |       | 13.6  |
| 332    | 0.34 |       | 14.18 |



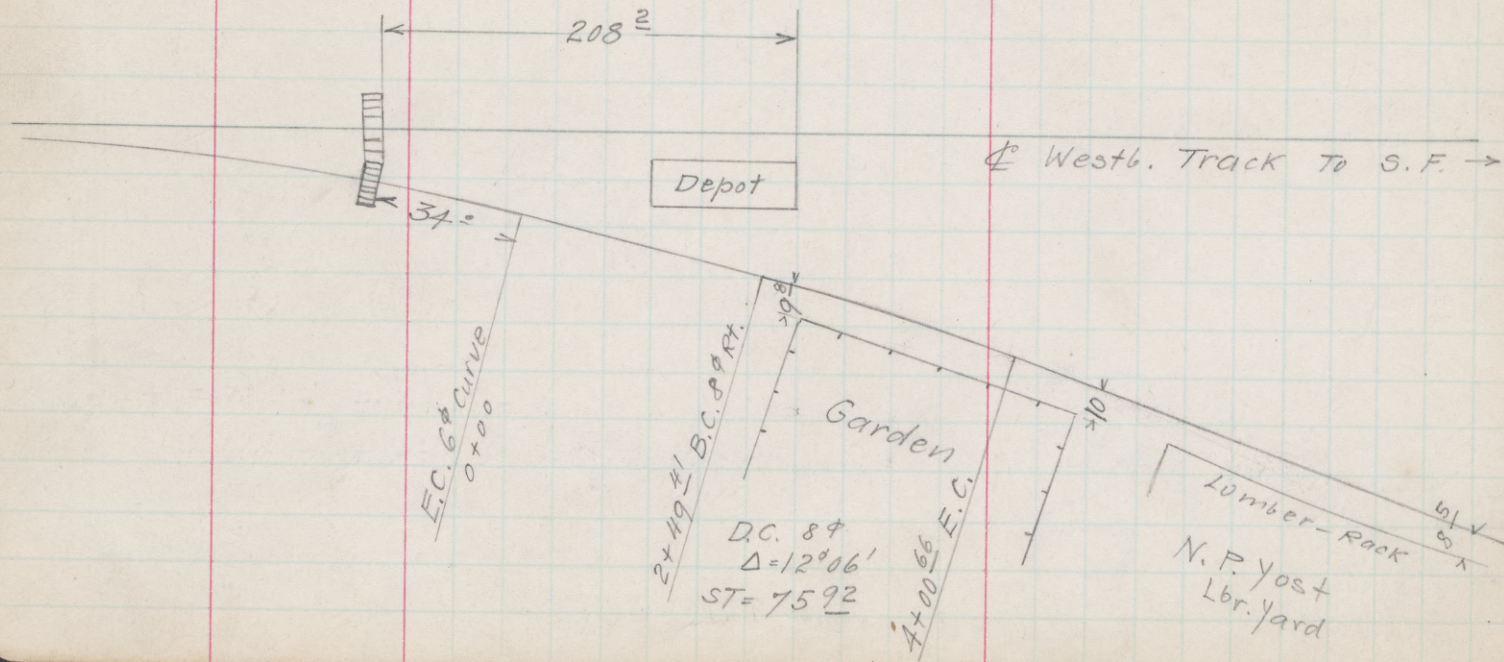
(11)

June 19<sup>th</sup> - 1913

| <u>Sta.</u> | <u>Rod</u> | <u>H. I.</u> | <u>Elev.</u> |
|-------------|------------|--------------|--------------|
| B.M.        | + 6.85     | 6.85         | 0.0          |
| 345         | 5.95       |              | 0.9          |
| +50         | 5.63       |              | 1.2          |
| 344         | 5.38       |              | 1.5          |
| +50         | 5.05       |              | 1.7          |
| 343         | 4.93       |              | 1.9          |
| +50         | 4.78       |              | 2.0          |
| 342         | 4.63       |              | 2.2          |
| +50         | 4.24       |              | 2.6          |
| 341         | 3.93       |              | 2.9          |
| +50 T.P.    | - 3.44     |              | 3.41         |
|             | + 6.74     | 10.15        |              |
| 340         | 6.33       |              | 3.82         |
|             | + 6.30     | 10.12        |              |
| +50         | 5.84       |              | 4.3          |
| 339         | 5.38       |              | 4.7          |
| +50         | 4.87       |              | 5.2          |
| 338         | 4.44       |              | 5.7          |
| +50         | 3.96       |              | 6.2          |
| 337         | 3.42       |              | 6.7          |
| +50         | 2.76       |              | 7.4          |
| 336         | 2.05       |              | 8.0          |
| +50 T.P.    | - 1.25     |              | 8.87         |
|             | + 5.65     | 14.52        |              |
| 335         | 4.85       |              | 9.7          |
| +50         | 4.05       |              | 10.4         |
| 334         | 3.23       |              | 11.3         |

Larkspur.

June 26<sup>th</sup> - 13.





Tiburon, June 25<sup>th</sup> 13.

(12.)

353+84.6

Pt. # 7 40' Frog  
0+00 B.C. 5 45' Rt.

± Main-Line

To S.F. →

15°

1+50 C.C. 9 45' Rt.

4+00 E.C.  
on Trestle

6904 + 36.41 B.C.T. 4  
05 + 11.41 C.C. 15° Lt.  
08 + 81.97 C.C. T. 4  
09 + 56.97 E.C.

59°

6910 + 15.97 B.C.T. 2  $\frac{7}{8}$   
11 + 05.97 C.C. 14° Rt.  
13 + 59.19 C.C.T. 2  $\frac{7}{8}$   
14 + 49.19 E.C.

91.84

6915 + 41.03 B.C.T. 2  $\frac{1}{2}$   
16 + 61.03 C.C. 7° 30' Lt.  
18 + 39.47 C.C. T. 2  $\frac{1}{2}$   
19 + 59.47 E.C.



#67

(13)

6886 + 86.45 B.C.T.3

87 + 76.45 C.C. 10<sup>4</sup> Rt

88 + 17.78 C.C. T.3

89 + 07.78 E.C.

92.55

6890 + 00.33 B.C.T.3

90 + 90.33 C.C. 10<sup>4</sup> Lt.

92 + 80.33 C.C. T.3

93 + 70.33 E.C.

427.01

6897 + 97.34 B.C.T.4

99 + 57.34 C.C. 15<sup>4</sup> Rt.

6902 + 52.51 C.C. T.4

03 + 27.51 E.C.

108.90

6948 + 25.6 B.C.T.4

49 + 00.6 C.C. 15° Lt.

53 + 34.49 C.C.T.4

54 + 09.49 E.C.

6955 + 27.85 B.C.T.4

56 + 02.85 C.C. 15° Rt.

59 + 05.18 C.C.T.4

+ 80.18 E.C.

6961 + 35.25 B.C.T.  $2\frac{3}{4}$

62 + 25.25 C.C. 8° Lt.

69 + 35.25 C.C.  $2\frac{3}{4}$

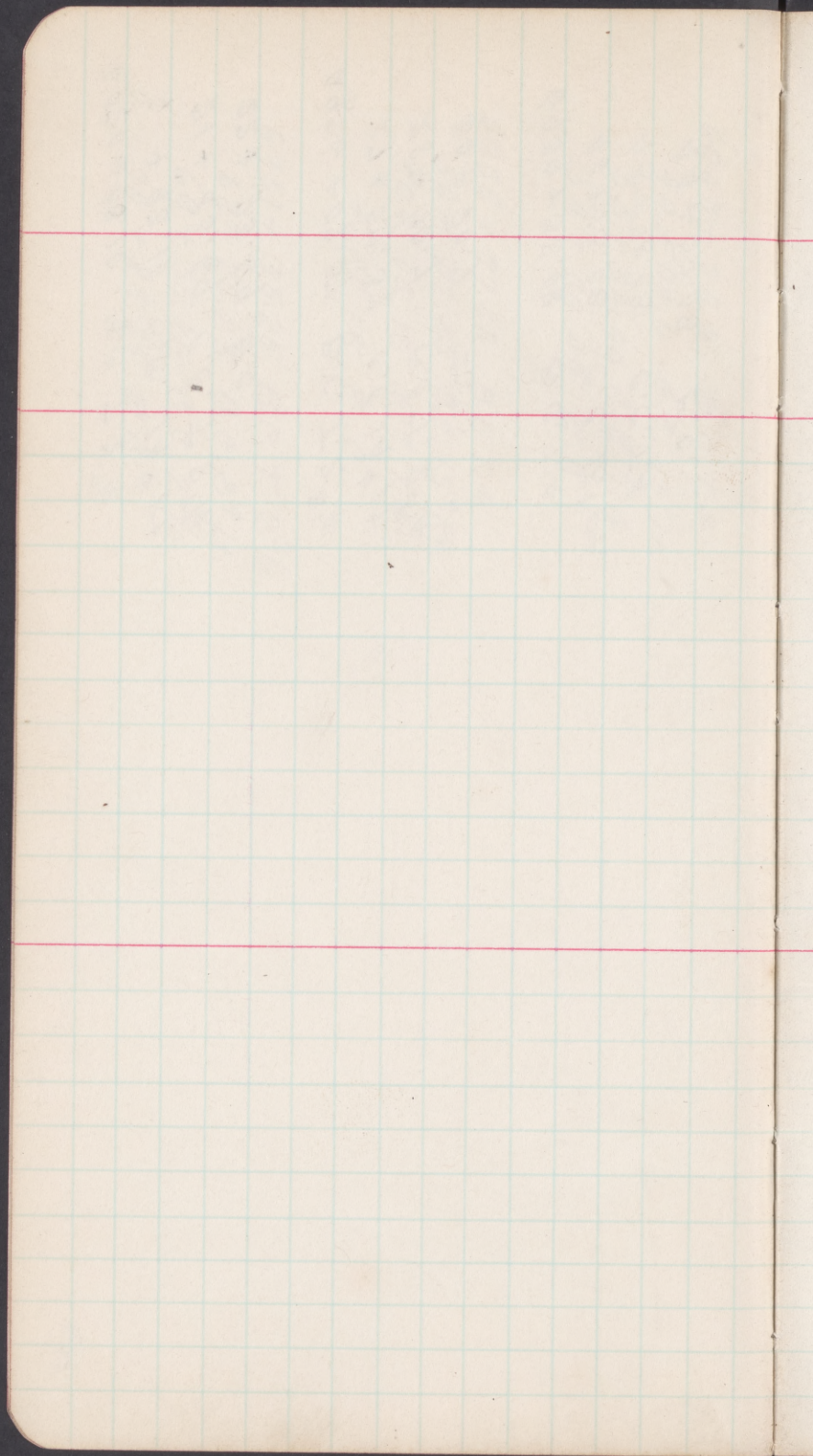
70 + 25.25 E.C.



6920 + 03.10 B.C. T.  $2\frac{7}{8}$   
+ 93.10 C.C.  $14^{\phi}$  Rt.  
21 + 83.69 C.C. T.  $2\frac{7}{8}$   
22 + 73.69 E.C.

6926 + 07.37 B.C. T.  $2\frac{3}{4}$   
27 + 57.37 C.C.  $14^{\phi}$  Lt.  
28 + 70.7 C.C. T.  $2\frac{3}{4}$   
30 + 20.7 E.C.

6939 + 38.08 B.C. T. 4  
40 + 13.08 C.C.  $15^{\phi}$  Rt.  
43 + 78.08 C.C. T. 4  
44 + 53.08 E.C.





6971 + 98.05 B.C. T. 4

72 + 73.05 C.C. 15<sup>+</sup> Rt.

75 + 15.49 C.C. T. 4

+ 90.49 E.C.

6980 + 71.09 B.C. T. 2<sup>3</sup>/<sub>4</sub>

81 + 91.09 C.C. 10<sup>+</sup> Lt.

83 + 85.42 C.C. T. 2<sup>3</sup>/<sub>4</sub>

85 + 05.42 E.C.

# Baltimore "Wye"

(Preliminary Levels)

| Sta.  | Rod   | H.I.                     | Elev.           |
|-------|-------|--------------------------|-----------------|
| 11+25 | +2.1  | 2.1                      | 0 <sup>2</sup>  |
| 11    | 2.9   |                          | -0 <sup>8</sup> |
| 10+50 | 6.8   |                          | -4 <sup>7</sup> |
| 10    | 5.3   |                          | -3 <sup>2</sup> |
| 9+50  | 5.7   |                          | -3 <sup>6</sup> |
| 9     | 6.5   |                          | -4 <sup>4</sup> |
| 8+50  | 4.6   |                          | -2 <sup>5</sup> |
| 8     | 0.0   |                          | 0 <sup>2</sup>  |
| T.P.  | +3.7  | 3.7                      |                 |
| 7+50  | 3.2   |                          | +0 <sup>5</sup> |
| 7     | 5.4   |                          | -1 <sup>7</sup> |
| 6+50  | 8.4   |                          | -4 <sup>7</sup> |
| 6     | 9.8   |                          | -6 <sup>1</sup> |
| 5+50  | 8.2   |                          | -4 <sup>5</sup> |
| 5     | 6.9   |                          | -3 <sup>2</sup> |
| 4+50  | 4.7   | B.C. 10 <sup>4</sup> Rt. | -1 <sup>2</sup> |
| T.P.  | +10.5 | 9.0                      |                 |
| 4     | 8.9   |                          | +0 <sup>1</sup> |
| 3+50  | 5.6   |                          | +3 <sup>4</sup> |
| 3     | 2.8   |                          | +6 <sup>2</sup> |
| 2+50  | 5.1   |                          | +3 <sup>2</sup> |
| 2     | 5.6   |                          | +3 <sup>4</sup> |
| 1     | 5.5   |                          | +3 <sup>5</sup> |
| 0     | 5.5   | P.O.T.                   | +3 <sup>5</sup> |

July 30<sup>th</sup> - 1913

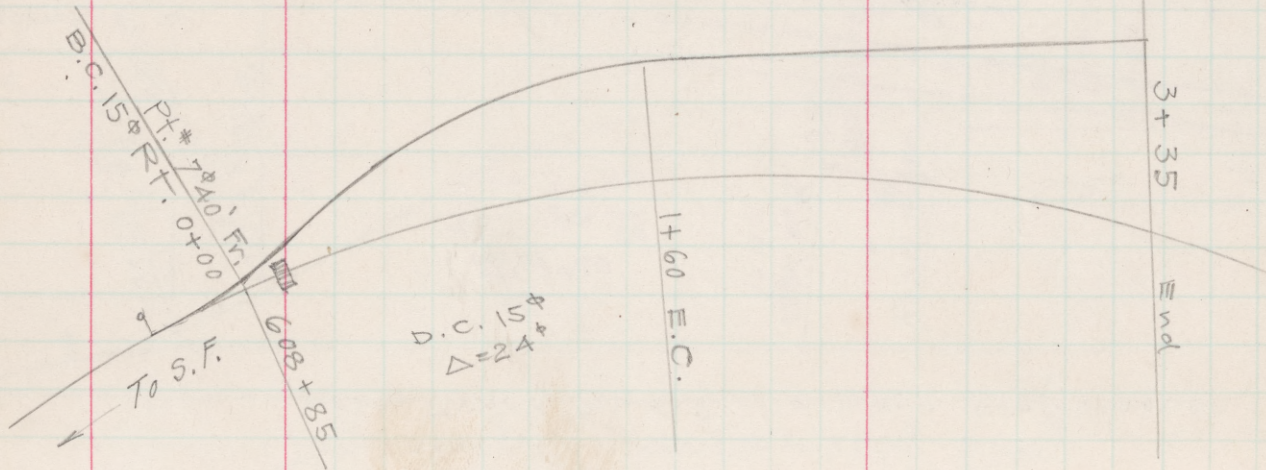
0+00 = 337 + 89<sup>1</sup> (Detour Line)



Fairfax: Spur for W. R. Hanson.

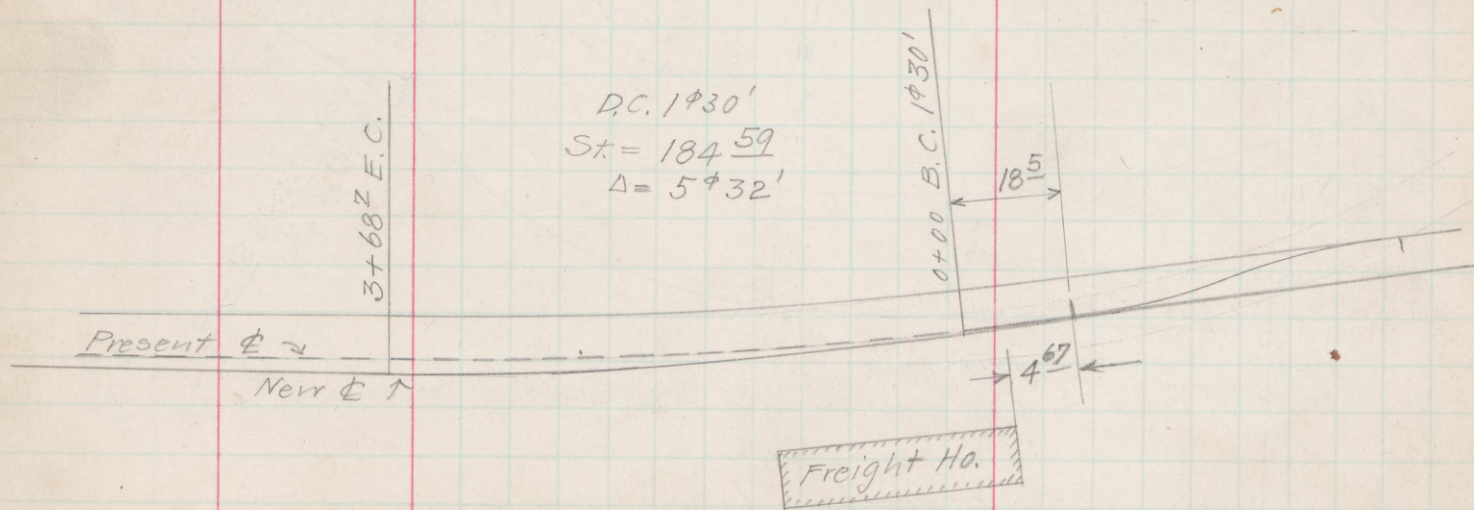
July 30<sup>th</sup> 1913

(16.)



## Sausalito.

Temporary Connection betw. new  
westb. Track and Curve near Freighthouse

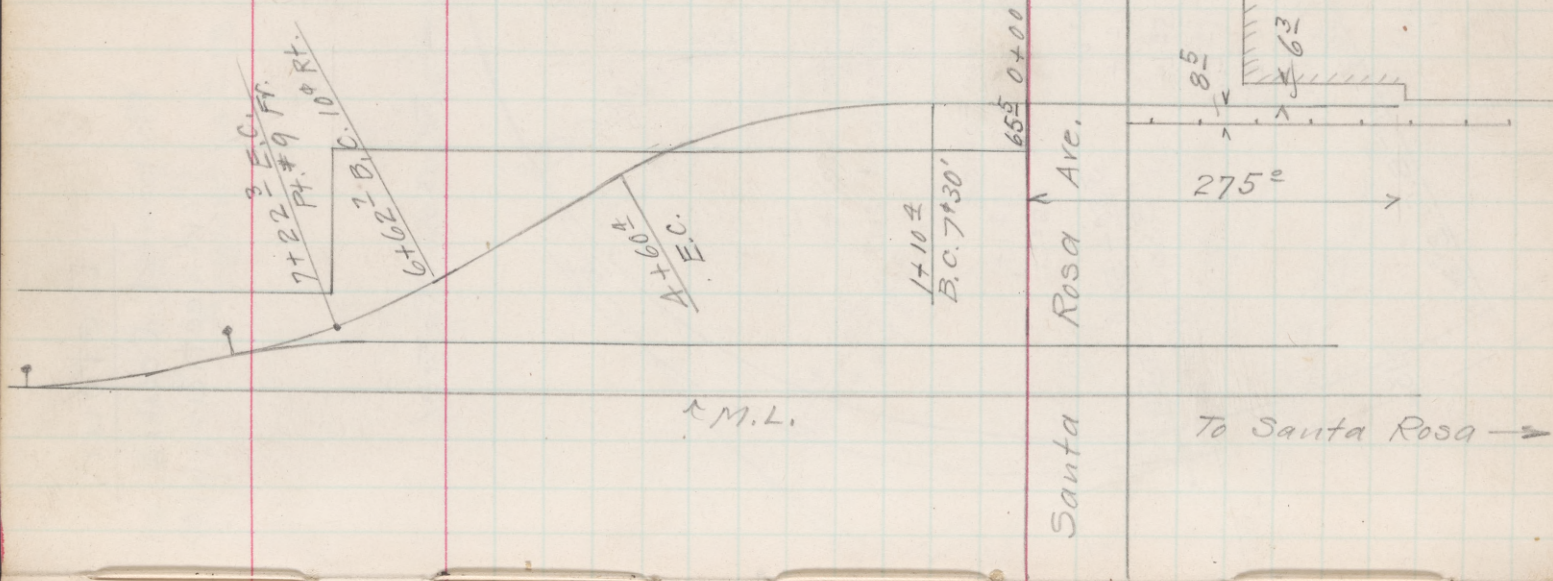




Sebastopol  
 Spur for Central California Canneries.  
 August 1<sup>st</sup> - 13.

(17.)

Superseded : see page 37 & 38



# Detour. Proposed Double Connection with

$$= 669 + 798$$

$$\frac{395 + 88 \frac{1}{2} \text{ F.C.}}{395 + 723}$$

← To San Rafael

$$389 + 22 \frac{1}{2} \text{ C.C. } 6005'$$

$$\frac{1}{13}$$

Note : All center stakes  
have been referenced out  
as follows :

0+00 B.S. Nail on Fence

1+00 Nail in tie of M.L.  $19^{\circ}$  Lt,

1+67 $\frac{5}{8}$  " " "  $25^{\circ}$  Lt

2+17 $\frac{5}{8}$  Stake  $19^{\circ}$  Lt.

+67 $\frac{5}{8}$  "  $16^{\circ}$  Lt.

3+17 $\frac{5}{8}$  "  $15^{\circ}$  Lt.

+67 $\frac{5}{8}$  "  $11^{\circ}$  Lt.

4+17 $\frac{5}{8}$  "  $10^{\circ}$  Lt.

+67 $\frac{5}{8}$  " in Tr.

5+15 $\frac{3}{4}$  " &

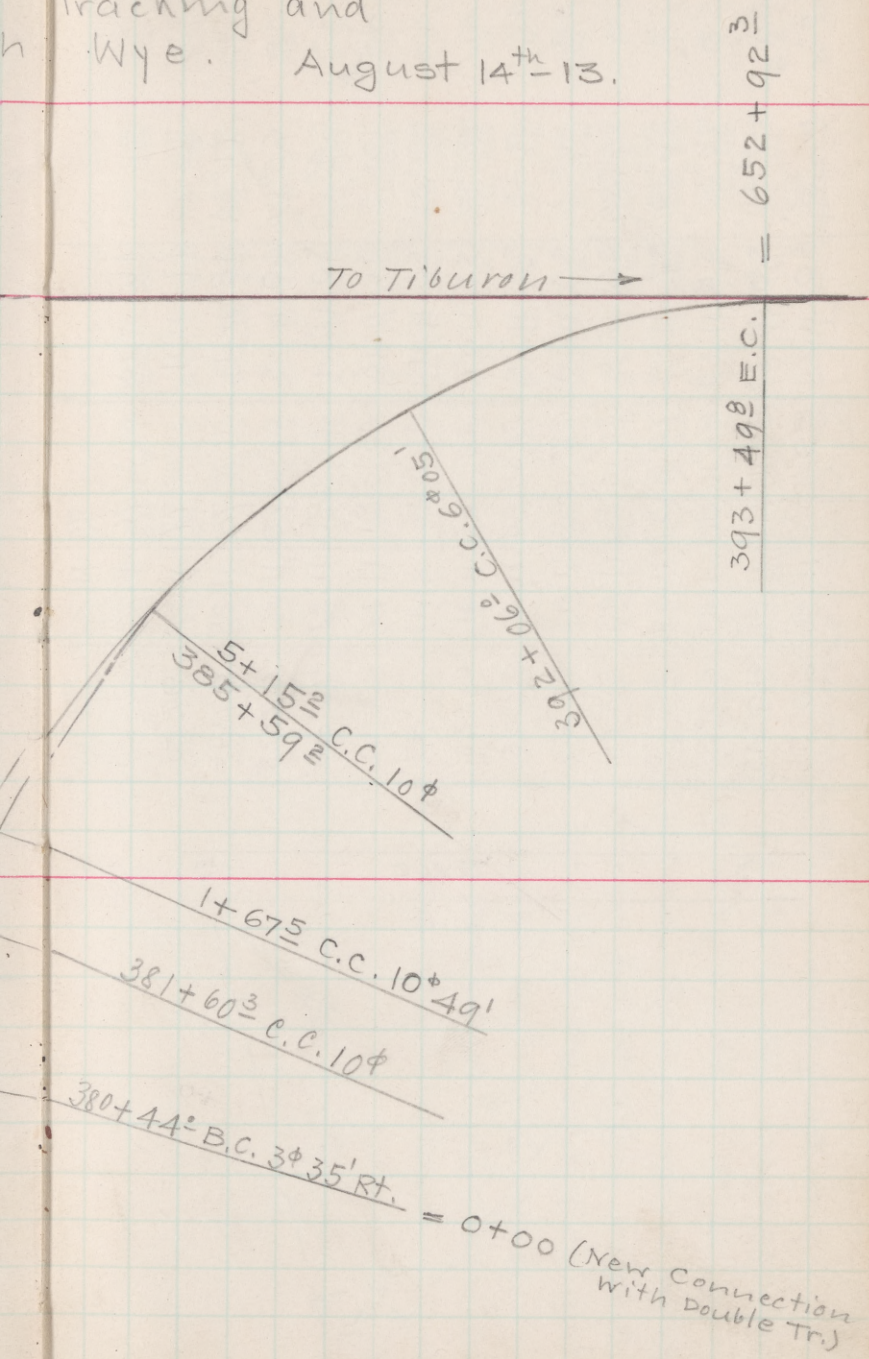
$$\frac{380 + 598 \text{ Pt. SW.}}{380 + 44} =$$

$$369 + 60 \frac{1}{2} \text{ B.C. } 2430 \text{ Lt}$$

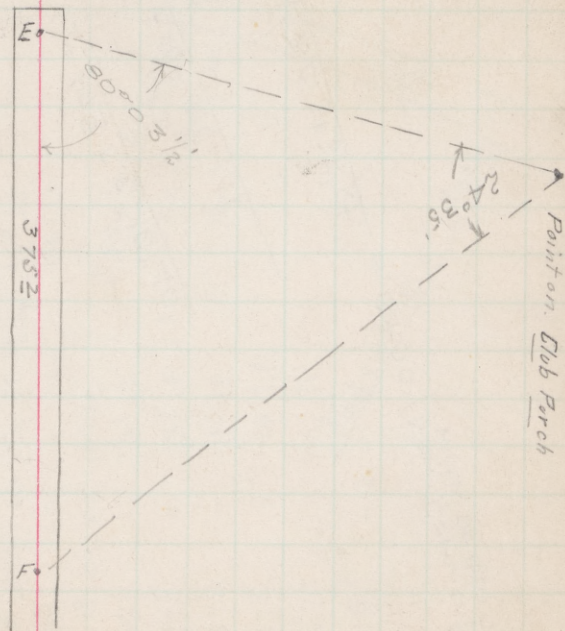
$$\frac{1}{13}$$



Tracking and  
Wye. August 14<sup>th</sup>-13.



|    |                    |         |    |       |        |    |       |        |
|----|--------------------|---------|----|-------|--------|----|-------|--------|
|    |                    |         |    |       |        | 75 | 11:33 | 90°40' |
| 16 | 10:37              | 82°42'  | 46 | 11:10 | 60°50' | 76 | 11:33 | 95°30' |
| 17 | 10:37              | 76°45'  | 47 | 11:11 | 58°40' | 77 | 11:35 | 92°50' |
| 18 | 10:38              | 71°50'  | 48 | 11:12 | 55°20' | 78 | 11:35 | 87°45' |
| 19 | 10:39              | 65°00'  | 49 | 11:13 | 52°40' | 79 | 11:36 | 82°25' |
| 20 | 10:45              | 64°50'  | 50 | 11:14 | 49°50' | 80 | 11:37 | 70°45' |
| 21 | 10:45 <sup>p</sup> | 73°15'  | 51 | 11:15 | 45°10' | 81 | 11:38 | 59°40' |
| 22 | 10:46              | 83°50'  | 52 | 11:16 | 42°20' | 82 | 11:40 | 61°45' |
| 23 | 10:46              | 92°50'  | 53 | 11:17 | 49°35' | 83 | 11:41 | 61°25' |
| 24 | 10:47              | 102°45' | 54 | 11:18 | 54°30' | 84 | 11:42 | 62°05' |
| 25 | 10:58              | 95°25'  | 55 | 11:18 | 62°00' | 85 | 11:42 | 59°30' |
| 26 | 10:58              | 93°35'  | 56 | 11:18 | 70°10' | 86 | 11:43 | 59°50' |
| 27 | 10:59              | 92°35'  | 57 | 11:18 | 79°50' | 87 | 11:44 | 58°55' |
| 28 | 10:59              | 92°50'  | 58 | 11:19 | 86°10' | 88 | 11:45 | 60°30' |
| 29 | 11:00              | 88°45'  | 59 | 11:20 | 89°45' | 89 | 11:45 | 60°45' |
| 30 | 11:01              | 82°35'  | 60 | 11:20 | 89°40' | 90 | 11:46 | 60°55' |





No. Time Angle No. Time Angle

Tiburon Soundings.

Aug 23, 1913.

(19.)

|    |         |         |    |       |        |
|----|---------|---------|----|-------|--------|
| 1  | ✓ 10:28 | 55°15'  | 31 | 11:01 | 78°45' |
| 2  | 10:30   | 60°15'  | 32 | 11:02 | 76°55' |
| 3  | 10:30   | 63°40'  | 33 | 11:02 | 75°35' |
| 4  | 10:31   | 67°30'  | 34 | 11:03 | 74°50' |
| 5  | 10:31   | 72°10'  | 35 | 11:03 | 73°00' |
| 6  | 10:32   | 77°55'  | 36 | 11:04 | 69°55' |
| 7  | 10:32   | 84°50'  | 37 | 11:04 | 66°35' |
| 8  | 10:33   | 92°00'  | 38 | 11:05 | 62°25' |
| 9  | 10:33   | 98°50'  | 39 | 11:06 | 59°10' |
| 10 | 10:34   | 108°20' | 40 | 11:07 | 56°05' |
| 11 | 10:34   | 112°45' | 41 | 11:08 | 55°45' |
| 12 | 10:35   | 105°30' | 42 | 11:08 | 55°00' |
| 13 | 10:35   | 96°40'  | 43 | 11:09 | 57°25' |
| 14 | 10:36   | 92°30'  | 44 | 11:09 | 59°20' |
| 15 | 10:36   | 88°30'  | 45 | 11:10 | 60°45' |

Note: All angles are measured from F-E: produced. 91 upwards taken from point G, (on right hand side old Freight Spip) sighting on a point on porch of Corinthian Yacht Club.

75 11:33 90°40'

|     |         |     |          |     |         |     |         |
|-----|---------|-----|----------|-----|---------|-----|---------|
| 106 | 55° 55' | 136 | 60° 50'  | 166 | 73° 25' | 197 | 77° 15' |
| 107 | 57° 05' | 137 | 62° 15'  | 167 | 69° 15' | 198 | 79° 50' |
| 108 | 59° 00' | 138 | 61° 20'  | 168 | 69° 40' | 199 | 80° 59' |
| 109 | 55° 10' | 139 | 59° 30'  | 169 | 73° 30' | 200 | 79° 20' |
| 110 | 47° 50' | 140 | 56° 40'  | 170 | 80° 00' | 201 | 76° 15' |
| 111 | 38° 10' | 141 | 60° 45'  | 171 | 82° 30' | 202 | 74° 15' |
| 112 | 30° 20' | 142 | 81° 00'  | 172 | 82° 30' | 203 | 72° 00' |
| 113 | 26° 00' | 143 | 98° 20'  | 173 | 77° 45' | 204 | 69° 00' |
| 114 | 23° 50' | 144 | 108° 05' | 174 | 74° 15' | 205 | 69° 50' |
| 115 | 23° 15' | 145 | 113° 50' | 175 | 70° 15' | 206 | 72° 00' |
| 116 | 26° 40' | 146 | 128° 20' | 176 | 69° 00' | 207 | 76° 15' |
| 117 | 30° 30' | 147 | 102° 40' | 177 | 72° 05' | 208 | 79° 20' |
| 118 | 32° 00' | 148 | 69° 40'  | 178 | 74° 50' | 209 | 78° 00' |
| 119 | 30° 30' | 149 | 62° 40'  | 179 | 78° 50' | 210 | 75° 35' |
| 120 | 39° 40' | 150 | 70° 00'  | 180 | 81° 40' | 211 | 42° 00' |
| 121 | 41° 05' | 151 | 129° 20' | 181 | 82° 00' | 212 | 67° 25' |

Left



# Soundings

# Tiburon

Aug 23, 1913

| No  | Angle  | No  | Angle  | No  | Angle   |
|-----|--------|-----|--------|-----|---------|
| 91  | 31°40' | 122 | 46°10' | 152 | 120°00' |
| 92  | 34°40' | 123 | 47°50' | 153 | 101°10' |
| 93  | 35°00' | 124 | 47°10' | 154 | 98°20'  |
| 94  | 35°40' | 125 | 50°55' | 155 | 81°10'  |
| 95  | 37°00' | 126 | 51°05' | 156 | 67°35'  |
| 96  | 39°25' | 127 | 48°00' | 157 | 71°30'  |
| 97  | 40°40' | 128 | 49°30' | 158 | 78°20'  |
| 98  | 37°00' | 129 | 52°30' | 159 | 88°15'  |
| 99  | 34°20' | 130 | 60°00' | 160 | 94°20'  |
| 100 | 33°05' | 131 | 62°20' | 161 | 85°15'  |
| 101 | 30°10' | 132 | 61°10' | 162 | 95°00'  |
| 102 | 27°30' | 133 | 60°05' | 163 | 90°00'  |
| 103 | 45°00' | 134 | 60°30' | 164 | 83°50'  |
| 105 | 48°50' | 135 | 60°50' | 165 | 79°00'  |

|     |        |     |        |
|-----|--------|-----|--------|
| 182 | 77°00' | 213 | 88°45' |
| 183 | 72°40' | 214 | 79°30' |
| 184 | 69°00' | 215 | 25°30' |
| 185 | 69°40' | 216 | 57°40' |
| 186 | 73°15' | 217 | 60°15' |
| 187 | 77°40' | 218 | 42°25' |
| 188 | 80°30' | 219 | 30°30' |
| 189 | 81°45' | 220 | 25°00' |
| 190 | 80°20' |     |        |
| 191 | 78°40' |     |        |
| 192 | 76°15' |     |        |
| 193 | 72°50' |     |        |
| 194 | 69°15' |     |        |
| 195 | 69°25' |     |        |
| 196 | 73°15' |     |        |

(20)

Rt.

^

↓

|     |        |     |        |     |        |     |        |
|-----|--------|-----|--------|-----|--------|-----|--------|
| 106 | 55°55' | 136 | 60°50' | 166 | 73°25' | 197 | 77°15' |
|-----|--------|-----|--------|-----|--------|-----|--------|

Sept. 3<sup>rd</sup> - 5<sup>th</sup> - 1913

Spur for A.W. Foster  
near Sylvandale, total  
length 3000 Ft.

! See page #1 !

To Sylvandale

0+00 Ft. Sw. = 545+61<sup>9</sup>  
+88<sup>1</sup> Heel #9 Frog.  
1+08<sup>5</sup> B.C. 15° Lt.  
+58<sup>5</sup> C.C. 10° Lt.  
3+08<sup>5</sup> C.C. 14° 48' Lt.  
+91<sup>5</sup> E.C. } Lt 1

4+85<sup>8</sup> W.L. Bridge  
5+56<sup>8</sup> F.L. "  
+59<sup>5</sup> B.C. 7° 45' Lt.  
7+09<sup>5</sup> E.C. } Lt 2

9+00<sup>2</sup> B.C. 5° Rt.  
+61<sup>3</sup> E.C. } Rt 3

11+72 B.C. 1° 30' Rt.  
12+22 E.C. } Rt 4

13+83<sup>5</sup> B.C. 26° Lt.  
15+05 E.C. } Lt 5

+56<sup>85</sup> B.C. 22° Rt.  
17+51<sup>85</sup> E.C. } Rt 6

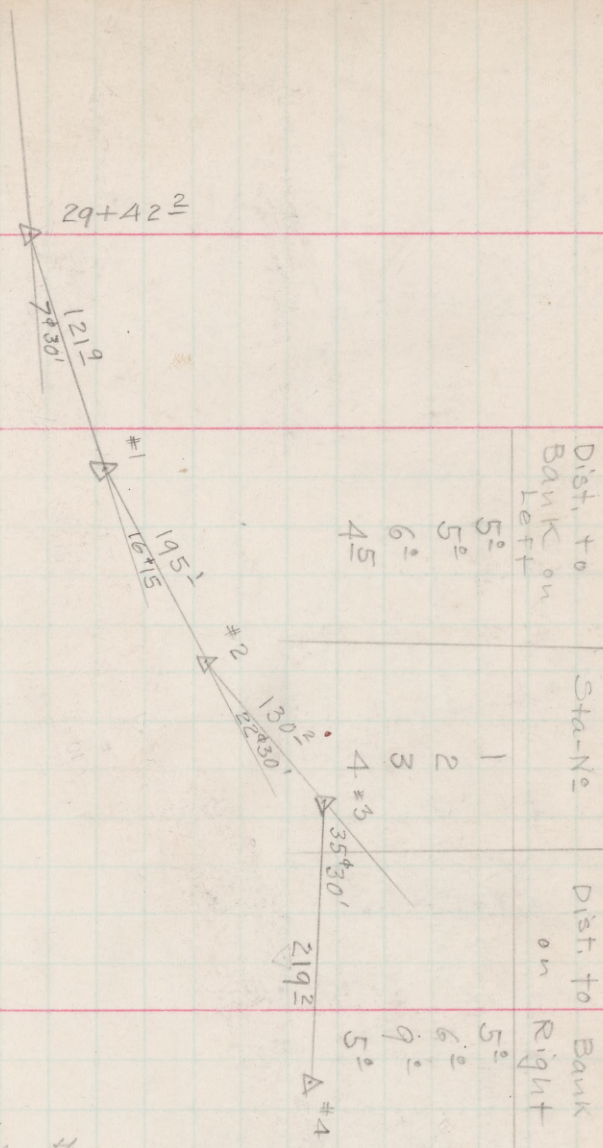
18+36<sup>3</sup> B.C. 10° Lt.  
+86<sup>3</sup> C.C. 25° Lt.  
19+61<sup>3</sup> E.C. } Lt 7

+65<sup>3</sup> B.C. 16° Rt.  
21+63<sup>6</sup> E.C. } Rt 8

22+24<sup>2</sup> B.C. 11° 30' Lt.  
23+06<sup>4</sup> C.C. 18° Lt.  
+36<sup>4</sup> C.C. 24° Lt. } Lt.

24+26<sup>4</sup> C.C. 11° 30' Lt.  
25+36<sup>4</sup> E.C.  
30+00 End of Spur.





Sylvanvale: Sept. 5<sup>th</sup> 1913

Oct 7<sup>th</sup> 1913

29+18<sup>2</sup> B.C. 16° Lt. } L.  
+ 48<sup>2</sup> E.C.

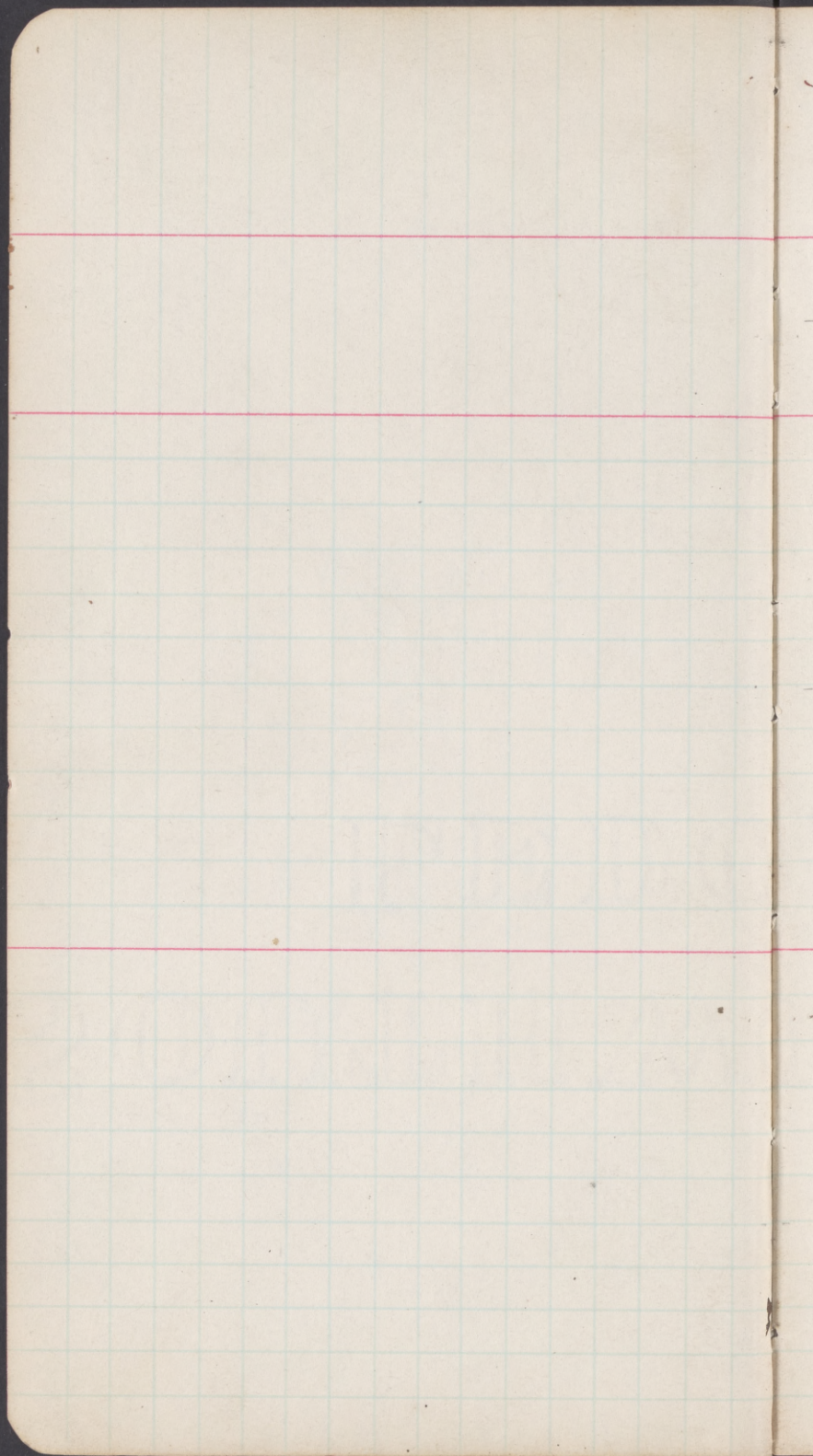
30+08<sup>4</sup> B.C. 18° Lt. } L.  
31+08<sup>4</sup> E.C.

32+02<sup>2</sup> B.C. 21° Rt. } R  
33+27<sup>2</sup> C.C. 22° Rt.  
34+02<sup>2</sup> C.C. 25° Rt.  
+ 52<sup>2</sup> E.C.

35+52<sup>2</sup> B.C. 8° Lt.  
36+02<sup>2</sup> C.C. 16° Lt.  
+ 52<sup>2</sup> E.C.

38+00 B.C. 10° Lt.  
+ 25 E.C.  
+ 65 P.O.T.

(21)





353+69<sup>2</sup>

E.C.

Transformer  
Ho.

353+73<sup>2</sup>

$St = 66 \frac{45}{1}$   
 $\Delta = 5439'$

353+04<sup>2</sup>  
P.I. #9 Frog.

352+43<sup>65</sup> B.C. 4<sup>30</sup>  
Rt.

351+73<sup>65</sup> E.C.

351+87<sup>2</sup>  
P.I. #9 Frog

Coal  
Bin

$St = 48 \frac{51}{1}$   
 $\Delta = 6416'$

store.

350+77<sup>19</sup>  
B.C. 6<sup>30</sup>  
Rt.

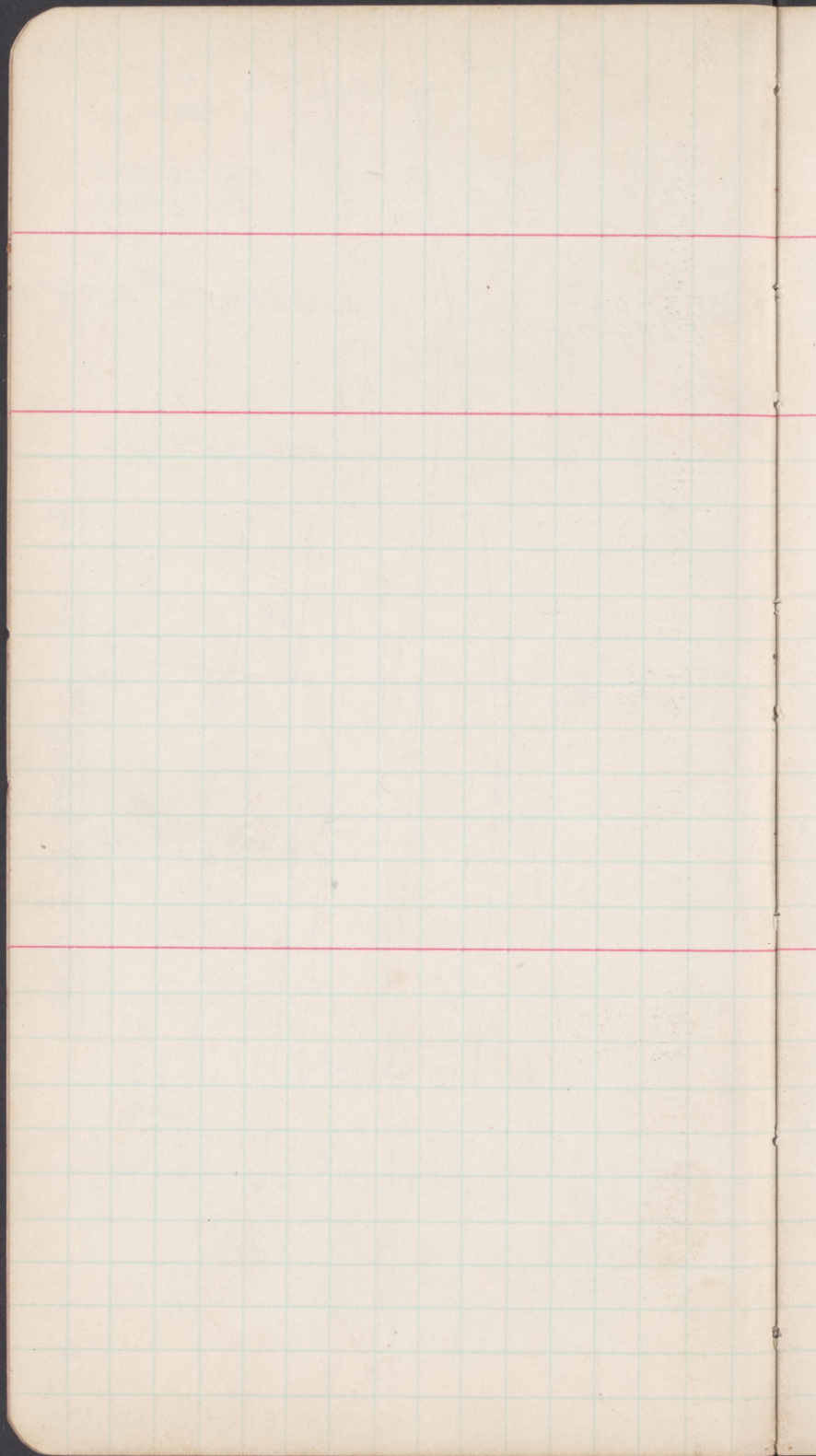
Body

Tiburon - Sept. 10<sup>th</sup> 1913

$< 13^\circ > < 13^\circ >$

349+32<sup>49</sup>

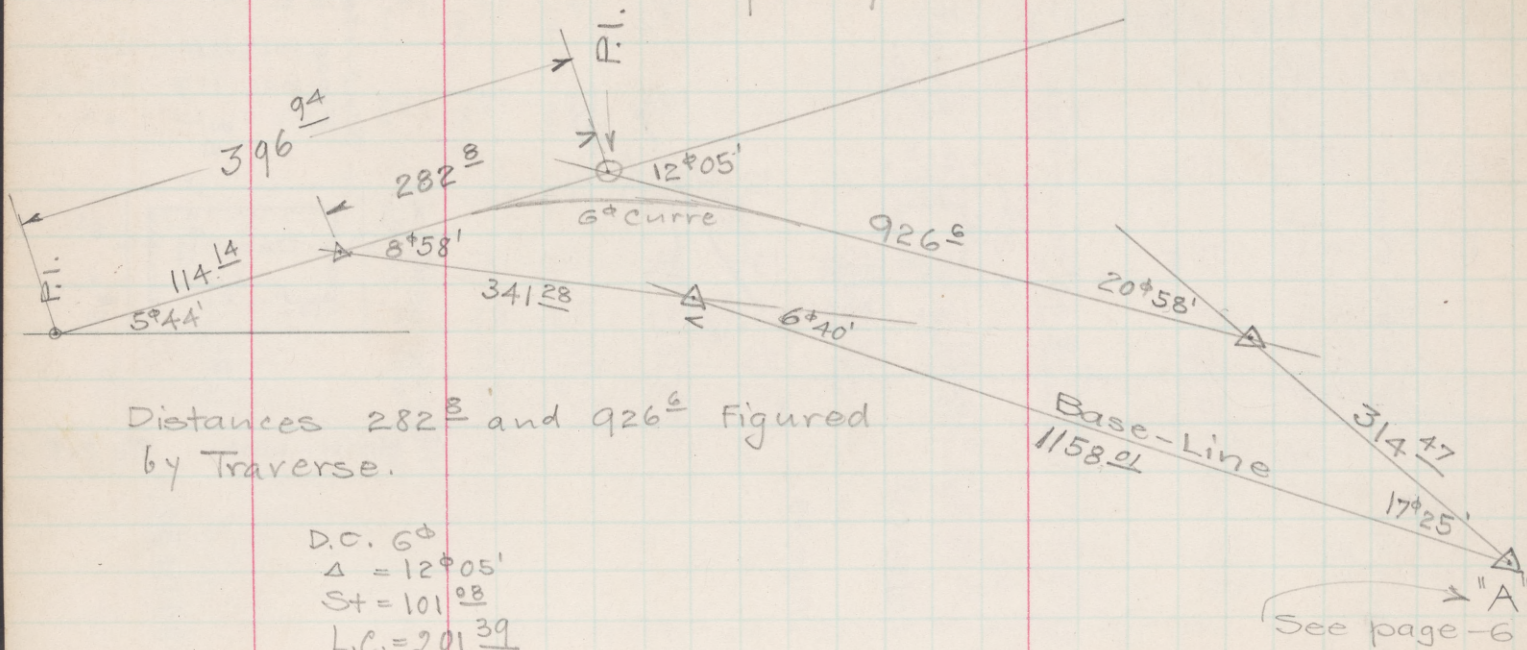
store  
Bldg.





Sausalito. Sept. 13<sup>th</sup> 1913  
Curve on Temporary Trestle.

(23.)



Distances 282<sup>8</sup> and 926<sup>6</sup> Figured  
by Traverse.

D.C. G.C.  
 $\Delta = 12^{\circ}05'$   
St = 101<sup>08</sup>  
L.C. = 201<sup>39</sup>

2415+50<sup>3</sup>

2414+71<sup>5</sup>

St. #9 Frog.

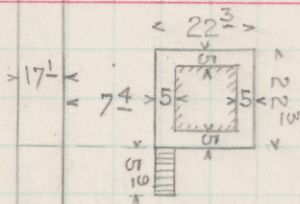
2413+65

18" Concr. Pipe

2413+01<sup>5</sup>

32'

2412+69



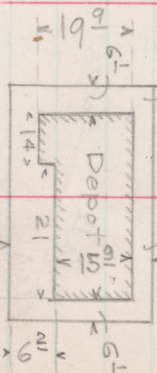
Freight Ho.

*See  
Back  
T-10*

Main-Line

2411+50

To S.F. →



Concrete Floor



# Cross-Sections.

Top of rail at 2411+50 : Datum Line 10° assumed.

All Fill

|               |                      |                   |                   |                   |                   |                   |                   |                   |                  |                  |                                                                 |
|---------------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|-----------------------------------------------------------------|
| 2411+50       | $\frac{10}{T.R.}$    | $\frac{9.68}{10}$ | $\frac{9.3}{18}$  | $\frac{9.05}{25}$ |                   |                   |                   |                   |                  |                  |                                                                 |
| ✓ 11+85       | $\frac{10.32}{T.R.}$ | $\frac{10^2}{10}$ | $\frac{9.4}{18}$  | $\frac{9.12}{25}$ |                   |                   |                   |                   |                  |                  |                                                                 |
| ✓ 12+00       | $\frac{10.51}{T.R.}$ | $\frac{10^2}{10}$ | $\frac{9.9}{18}$  | $\frac{9.9}{25}$  | $\frac{10^1}{35}$ | $\frac{10^3}{40}$ | $\frac{10^8}{50}$ | $\frac{10^5}{60}$ | $\frac{9.7}{70}$ | $\frac{8.7}{80}$ |                                                                 |
| ✓ 12+10       | $\frac{10.58}{T.R.}$ | $\frac{10.3}{10}$ | $\frac{10.3}{18}$ | $\frac{12.1}{25}$ | $\frac{12.5}{35}$ | $\frac{12.1}{40}$ | $\frac{11.4}{50}$ | $\frac{10.5}{60}$ | $\frac{9.2}{70}$ | $\frac{8.3}{80}$ |                                                                 |
| ✓ 12+30       | $\frac{10.74}{T.R.}$ | $10^6$            | $10^6$            | $13^1$            | $13^2$            | $12^9$            | $12^1$            | $10^7$            | $8^3$            | $7^2$            |                                                                 |
| ✓ 12+50       | $\frac{10.93}{T.R.}$ | $10^9$            | $11^4$            | $13^8$            | $13^5$            | $13^6$            | $13^2$            | $12^5$            | $10^5$           | $8^8$            |                                                                 |
| ✓ 12+65       | $\frac{10.94}{T.R.}$ | $10^9$            | $11^2$            | $12^4$            | $13^9$            | $13^9$            | $13^7$            | $13^4$            | $13^1$           | $12^6$           |                                                                 |
| Fr. { 13+01.5 | $\frac{11^1}{T.R.}$  | $11^1$            | $11^7$            | $12^1$            |                   |                   | $14^6$            | $14^2$            | $14^2$           | $13^5$           | } Top of rail on<br>Spur 113; Top of<br>Platform 7 <sup>1</sup> |
| Ho. { 13+23.8 | $\frac{11.28}{T.R.}$ | $11^2$            | $11^7$            | $12^3$            |                   |                   | $14^7$            | $14^7$            | $14^4$           | $14^1$           |                                                                 |

} T.R. on Spur 11<sup>5</sup>

Baltimore Park. Sept. 25<sup>th</sup> 13

(25)

Lt.

$$325+87 \quad \begin{array}{ccccc} +\frac{1^2}{17} & -\frac{2^1}{13} & -\frac{1^0}{10} & -\frac{1^0}{9} & -\frac{0^3}{6} \end{array} \quad \text{E}$$

B.R. 0°

$$326+10 \quad \begin{array}{ccccc} +\frac{1^0}{17} & -\frac{2^1}{13} & -\frac{1^0}{10} & -\frac{0^8}{7} & 0 \end{array}$$

$$326+40 \quad \begin{array}{ccccc} +\frac{1^2}{23} & -\frac{1^8}{18} & -\frac{0^7}{15} & -\frac{0^7}{7} & 0 \end{array}$$

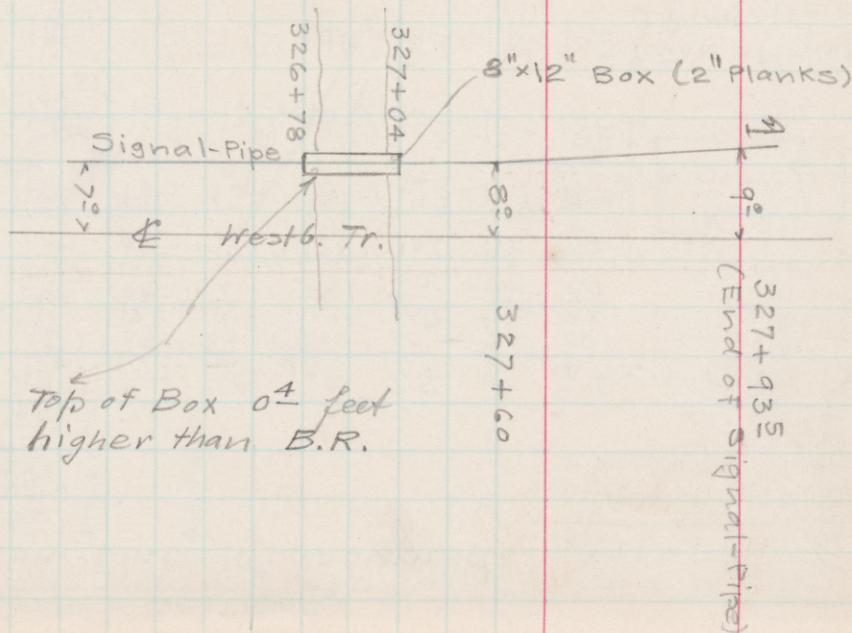
$$326+70 \quad \begin{array}{ccccc} +\frac{0^4}{23} & -\frac{2^0}{19} & +\frac{0^5}{10} & -\frac{0^6}{7} & 0 \end{array}$$

$$327 \quad \begin{array}{ccccc} -\frac{1^0}{22} & -\frac{1^8}{19} & -\frac{1^0}{16} & -\frac{0^3}{8} & +\frac{0^4}{7} \end{array} \quad \text{West 6 Tr.}$$

$$327+30 \quad \begin{array}{ccccc} -\frac{1^6}{22} & -\frac{2^1}{19} & -\frac{1^0}{16} & -\frac{1^3}{7} & 0 \end{array}$$

$$+60 \quad \begin{array}{ccccc} -\frac{1^6}{22} & -\frac{1^6}{19} & -\frac{1^0}{15} & -\frac{1^0}{8} & 0 \end{array}$$

West 6 Tr.





+90

$$\frac{-2^3}{19} \quad \frac{-1^2}{15} \quad \frac{-1^2}{9} \quad \frac{0}{4}$$

328 + 20

$$\frac{-2^1}{24} \quad \frac{-0^4}{17} \quad \frac{-0^3}{12} \quad \frac{-1^2}{11} \quad \frac{-1^1}{7} \quad \frac{0}{4}$$

+50

$$\frac{-0^8}{20} \quad \frac{0}{13} \quad \frac{-1^1}{12} \quad \frac{-1^1}{7} \quad \frac{0}{4^5}$$

+80

$$\frac{-0^1}{19} \quad \frac{0}{12} \quad \frac{-1^2}{11} \quad \frac{-1^2}{7} \quad \frac{0}{4}$$

329 + 10

$$\frac{-0^6}{19} \quad \frac{-0^6}{12} \quad \frac{-1^1}{11} \quad \frac{-1^1}{7} \quad \frac{0}{4}$$

+40

$$\frac{-0^8}{19} \quad \frac{-0^8}{12} \quad \frac{-1^2}{11} \quad \frac{-1^2}{7} \quad \frac{0}{4}$$

+70

$$\frac{-0^8}{19} \quad \frac{-0^8}{12} \quad \frac{-1^1}{11} \quad \frac{-1^1}{7} \quad \frac{0}{4}$$

330

$$\frac{-0^8}{19} \quad \frac{-0^8}{12} \quad \frac{-1^1}{11} \quad \frac{-1^1}{7} \quad \frac{0}{4}$$

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-100

Westb. Tr.

Eastb. Tr.

Westb. Tr.

Dirt Platf.

B.R. Westb. Tr.

Top of Platf.

Groundline

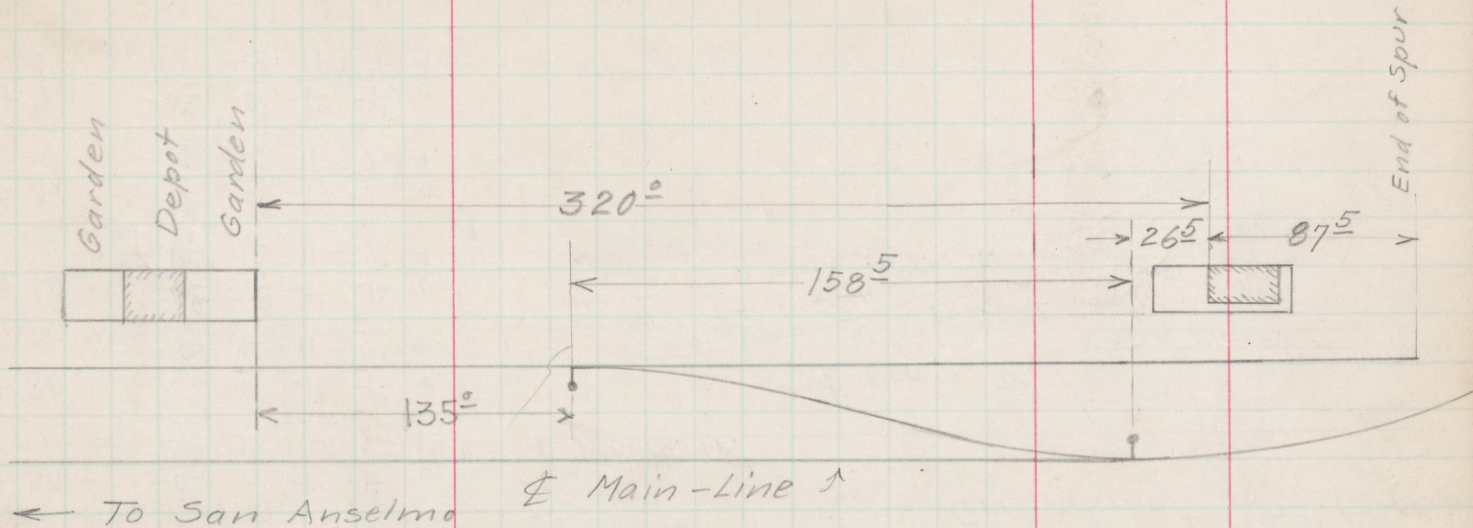
0°

1°

-0° (aver.)

Fairfax : Oct. 3<sup>rd</sup> 1913

(26.)





659+28  
(End of Std. Gauge  
Rail).

654+535

648+565

15+29

> 597 lin. ft. 56# Steel  
taken up and  
relaid in Main-  
Line at Pacheco.

Roy's Pit: Oct. 3<sup>rd</sup> - 1913

↑  
Main-Line to Cazadero

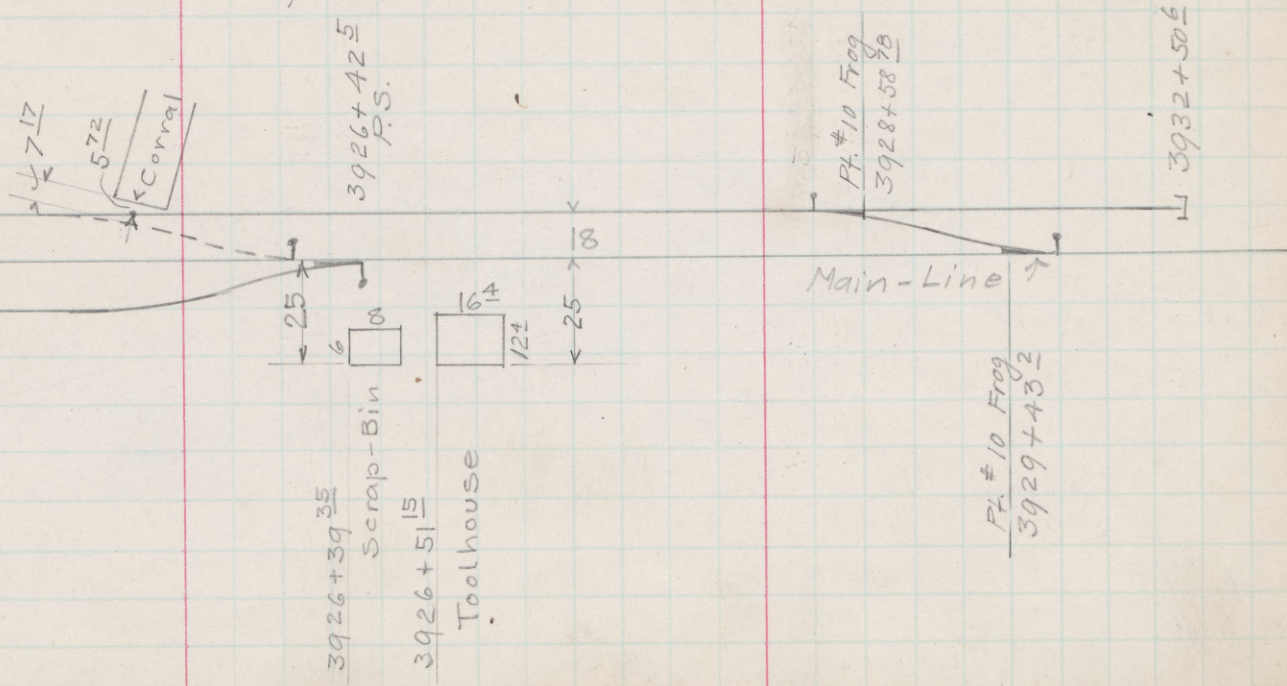
56# Steel

0+91  
End of 65# Steel

0+00  
642+43<sup>3</sup>

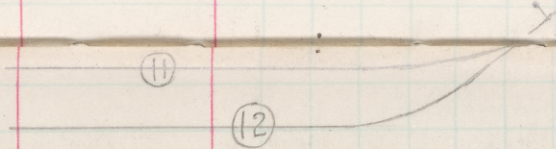
Geyserville.  
Spur For Std. Oil Co.

Oct. 6<sup>th</sup> - 1913

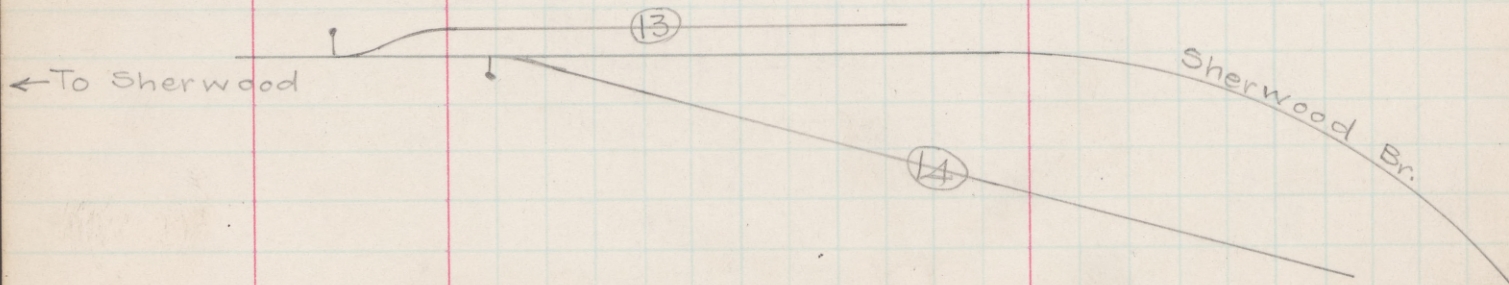




(27.)



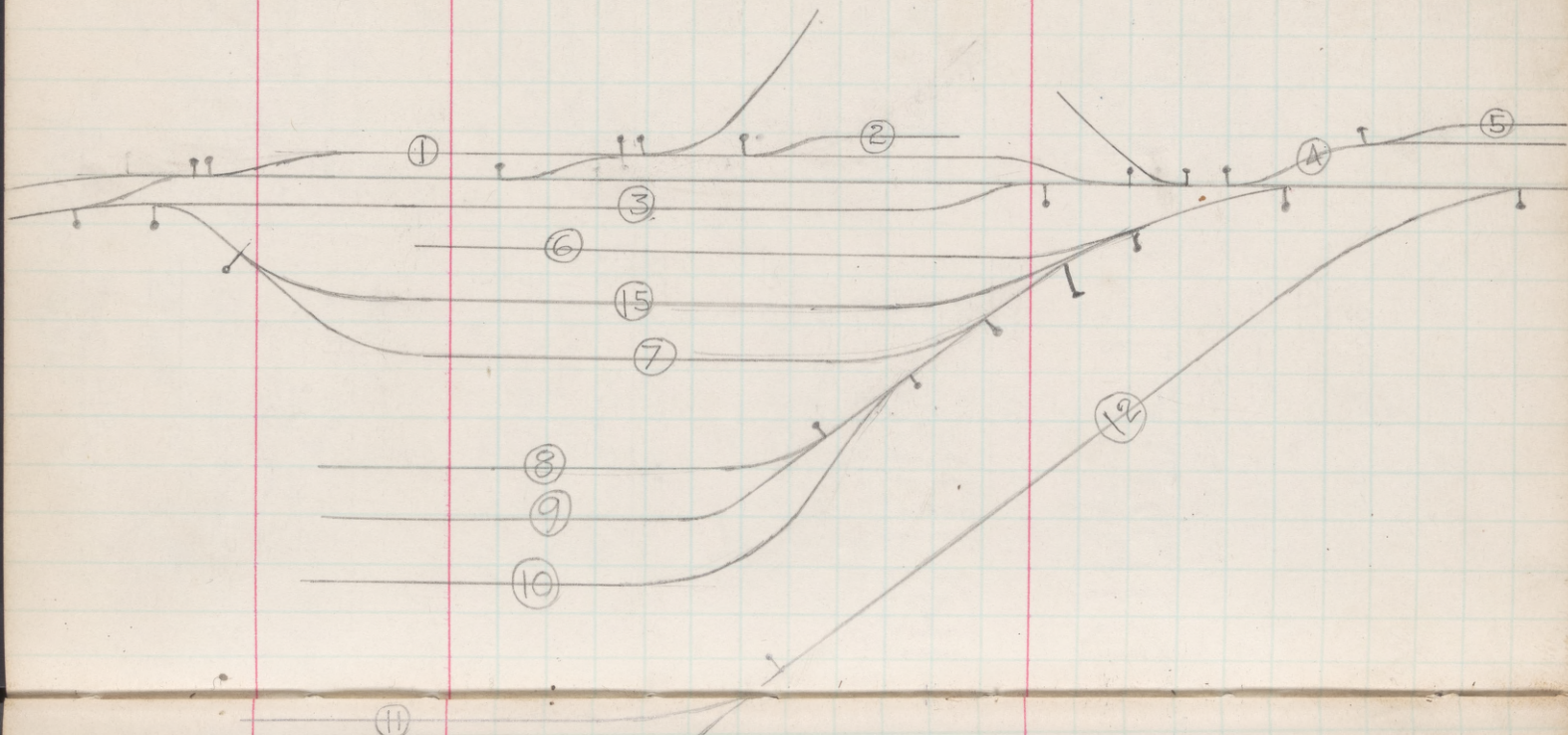
For Steel in Tracks see  
Following page.





Willits yard. Oct. 8<sup>th</sup> & 9<sup>th</sup> - 1913

(28)



Willits yard.  
Oct. 8<sup>th</sup> & 9<sup>th</sup> - 1913

Tr. #1

30°-65# Spr. Frog  
60-65# Sw. Pts. ✓  
3690-65# Steel  
3780 lin. ft.

Tr. #2

30-65# Sw. Pts.  
15-65# Spr. Fr.  
191-65# Steel ✓  
722-50# Iron  
958 lin. ft.

Tr. #3

30-65# Spr. Frog  
60-65# Sw. Pts.  
3736-65# Steel  
3826 lin. ft.

Tr. #4

30-65# Sw. Pts.  
15-65# Spr. Frog  
2225-65# Steel  
2270 lin. ft.

Tr. #5

30-65# Sw. Pts.  
15-65# Spr. Frog  
1839-65# Steel  
1884 lin. ft.

Tr. #6 (Old Hoist)

30-65# Sw. Pts.  
15-65# Spr. Frog  
175-65# Steel  
1826-56# "  
200-50# Iron  
2246 lin. ft.

Tr. #7

60-65# Sw. Pts.  
30-65# Spr. Fr.  
4377-65# Steel  
4467 lin. ft.

Tr. #8

30-65# Sw. Pts.  
15-65# Spr. Fr.  
541-56# Steel  
1750-65# "  
2336 lin. ft.



Willits Yard.  
Oct. 8<sup>th</sup> & 9<sup>th</sup> - 1913

Tr. #9 ✓

30-65# Sw. Pts.  
15-65# Apr. Fr.  
3939-65# Steel  
3984 lin. ft.

Tr. #10 ✓

30-65# Sw. Pts.  
15-65# Apr. Fr.  
181-65# Steel  
2756-56# "  
2982 lin. ft.

Tr. #11 ✓

30-65# Sw. Pts.  
15-65# Apr. Fr.  
175-65# Steel  
2152-56# "  
2372 lin. ft.

Tr. #12 ✓

30-65# Sw. Pts.  
15-65# Apr. Fr.  
390-65# Steel  
3300-56# "  
3735 lin. ft.

Tr. #13 ✓

30-65# Sw. Pts.  
15-65# Apr. Fr.  
191-65# Steel  
1016-56# Iron  
1252 lin. ft.

Tr. #14 ✓

30-65# Sw. Pts.  
15-65# Apr. Fr.  
1813-65# Steel  
1858 lin. ft.

Tr. #15 ✓

30-65# Sw. Pts.  
15-65# Apr. Fr.  
3431-65# Steel  
3476 lin. ft.

Roundhouse Tr.

30-65# Sw. Pts.  
15-65# Apr. Fr.  
372-65# Steel  
52-56# Stiff Frogs  
2710-56# Steel

North Leg Wye ✓

60-65# Sw. Pts.  
30-65# Apr. Fr.  
1768-65# Steel  
1858 lin. ft.

3179 lin. ft. ✓

# Sausalito.

Elevation of 15000 <sup>Bbl.</sup> Oil Tank  
Oct. 30<sup>th</sup> - 1913

B.M. Spike in Tel. Pole  $\frac{7}{10}$  Elev. 5° ass.

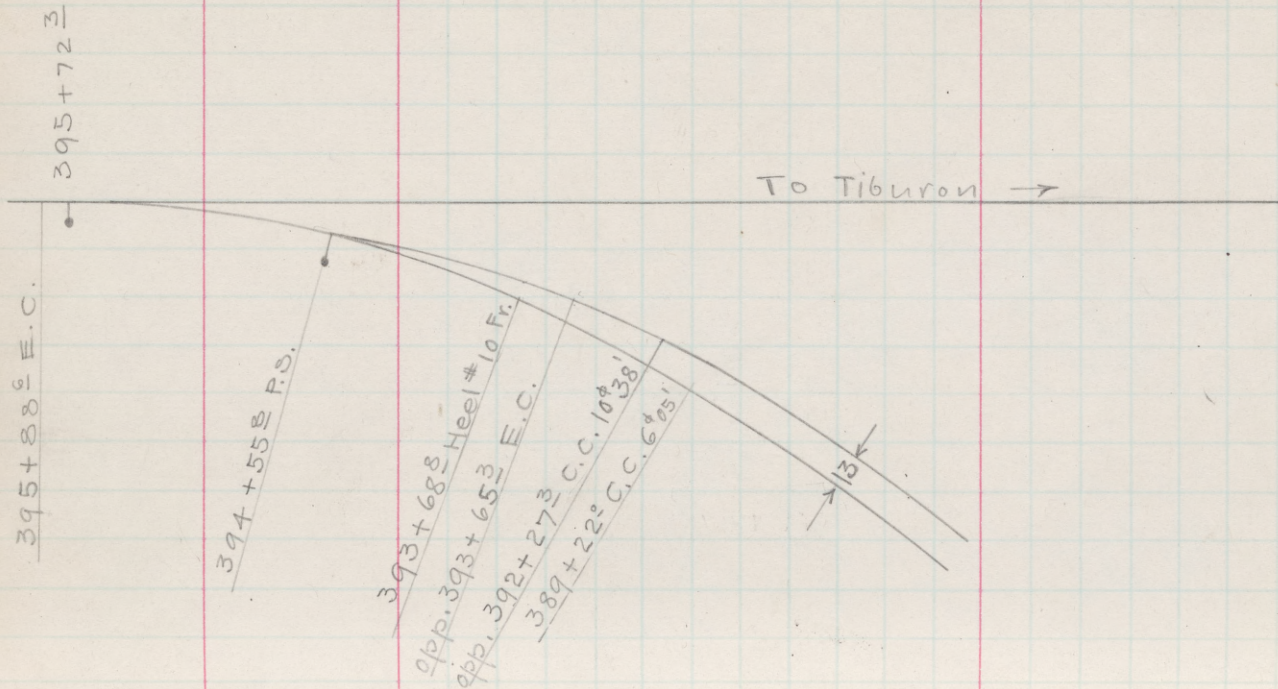
|             | +    | $\pi$ | -               | Elev.            |                         |
|-------------|------|-------|-----------------|------------------|-------------------------|
| B.M.        | 3°   | 8     |                 | 5°               | Assumed                 |
| Water Surf. |      |       | 8 <sup>7</sup>  | -0 <sup>7</sup>  | at 1 <sup>37</sup> p.m. |
| Top Rail    |      |       | 3 <sup>7</sup>  | 4 <sup>3</sup>   | Westb. M.L.             |
| Do          |      |       | 3 <sup>4</sup>  | 4 <sup>6</sup>   | Yard Ladder             |
| T.P.        | 4.86 | 9.14  | 3 <sup>72</sup> | 4 <sup>28</sup>  |                         |
| T.P.        | 7.28 | 11.70 | 4 <sup>72</sup> | 4 <sup>42</sup>  |                         |
| T.P.        | 8.92 | 19.15 | 1 <sup>47</sup> | 10 <sup>23</sup> | 2 <sup>nd</sup> Step to |
|             |      |       | 4 <sup>54</sup> | 14 <sup>61</sup> | Pumphouse               |
|             |      |       |                 |                  | Floor "                 |
| T.P.        | 4.14 | 20.13 | 3 <sup>16</sup> | 15 <sup>99</sup> |                         |
|             |      |       | 2 <sup>05</sup> | 18 <sup>08</sup> | $\Phi$ of pipes         |
|             |      |       |                 |                  | at Tank                 |
|             |      |       |                 | 41 <sup>08</sup> | Top of Tank             |



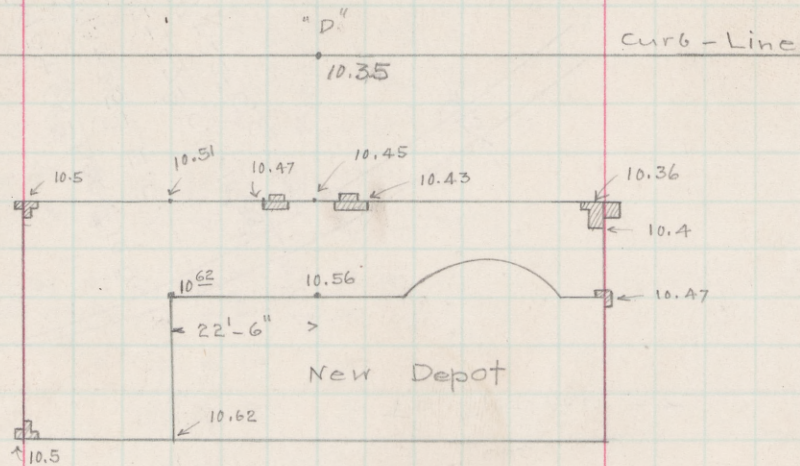
Detour.

Oct. 16<sup>th</sup> - 1913

(30)



Hopper St.



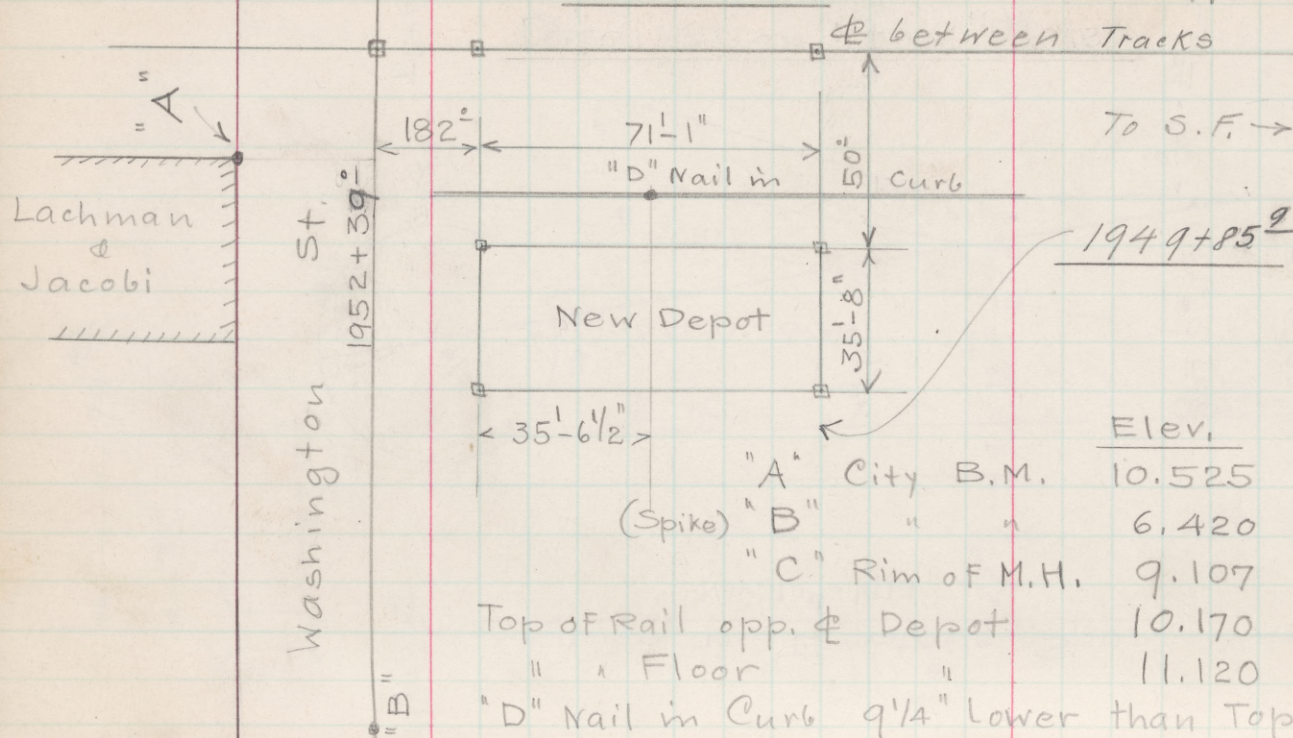


Petaluma

Nov. 3<sup>rd</sup> - 1913

"C"

(31)



Elev.

"A" City B.M. 10.525

(Spike) "B" " " 6.420

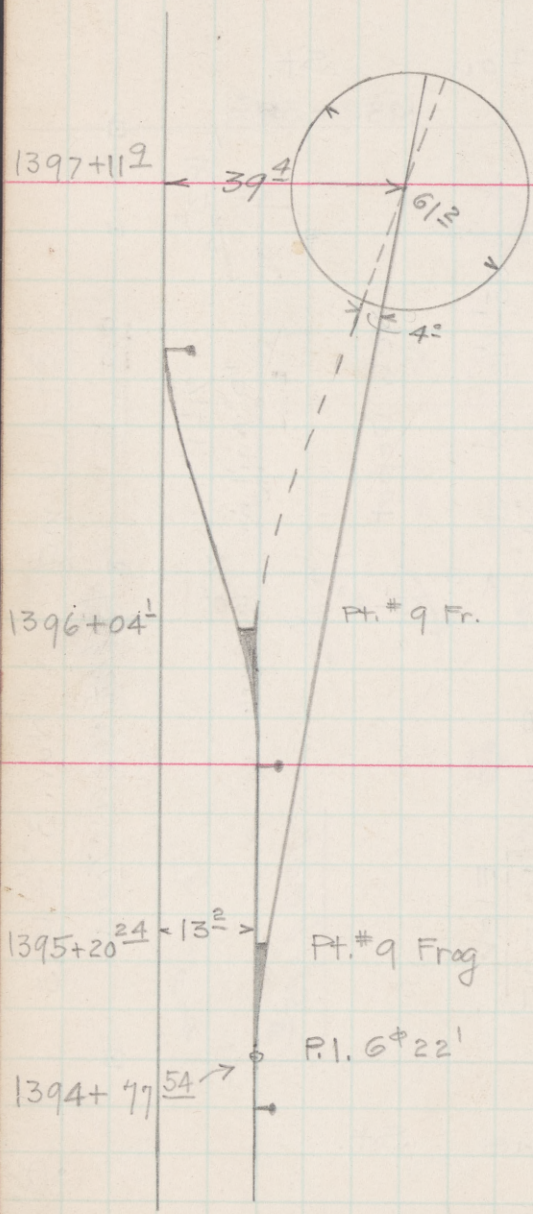
"C" Rim of M.H. 9.107

Top of Rail opp. & Depot 10.170

" " Floor " 11.120

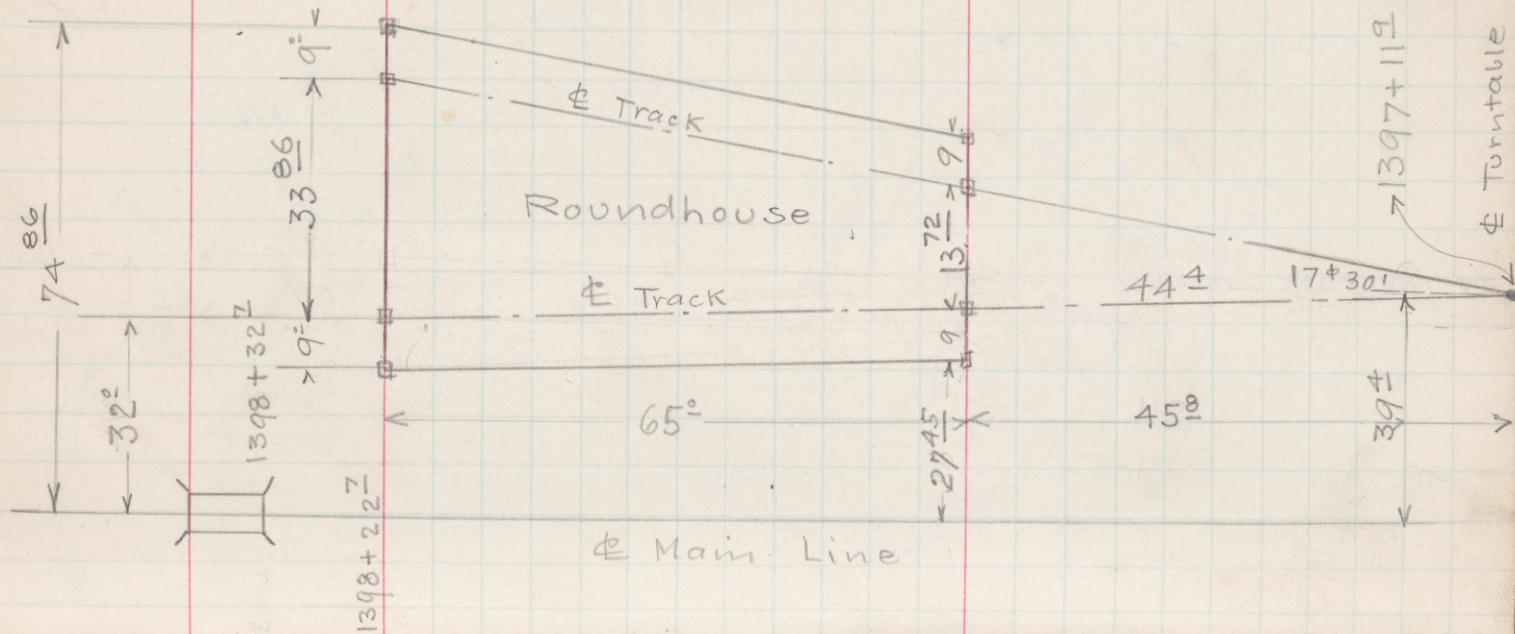
"D" Nail in Curb 9'1/4" lower than Top of Floor.

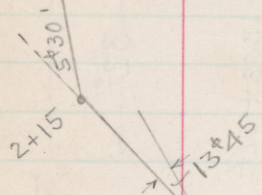
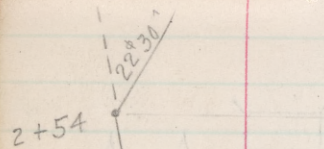
Change in Turntable Spur.  
Nov. 10<sup>th</sup> - 1913





Glen Ellen. Nov. 10<sup>th</sup> - 1913





1+78

40°

1+43

Top of Bank

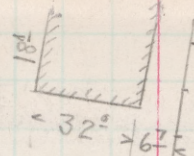
Top of Bank

Freight Platform

38°15'

← To S.F.

0+00



3+54

Street

Residence

6°

39°

6°45'

40°

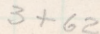
2+54

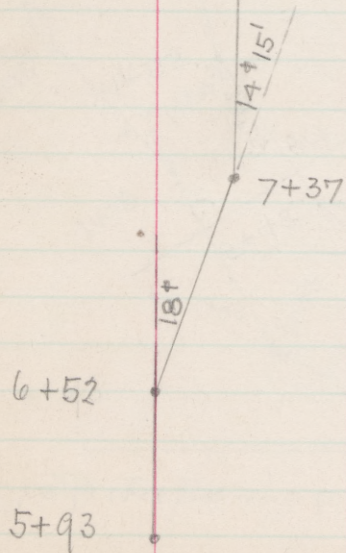
8°

Tree



33





|                        |               |                   |       |                |                  |
|------------------------|---------------|-------------------|-------|----------------|------------------|
| $\frac{+0^9}{10}$      | $\frac{0}{0}$ | $\frac{+2^2}{10}$ | 7+83  | 6 <sup>0</sup> | 104 <sup>8</sup> |
| Transversely<br>Level. | {             | T.P.              | 8+83  | 3 <sup>4</sup> | 107 <sup>4</sup> |
|                        |               |                   | 9+83  | 2 <sup>1</sup> | 108 <sup>7</sup> |
|                        |               |                   | 10+83 | 0 <sup>4</sup> | 110 <sup>4</sup> |
|                        |               |                   |       | 1 <sup>3</sup> | 113 <sup>8</sup> |

Note : Top of Bank at 1+43 is  
14 feet above Bottom of Creek.

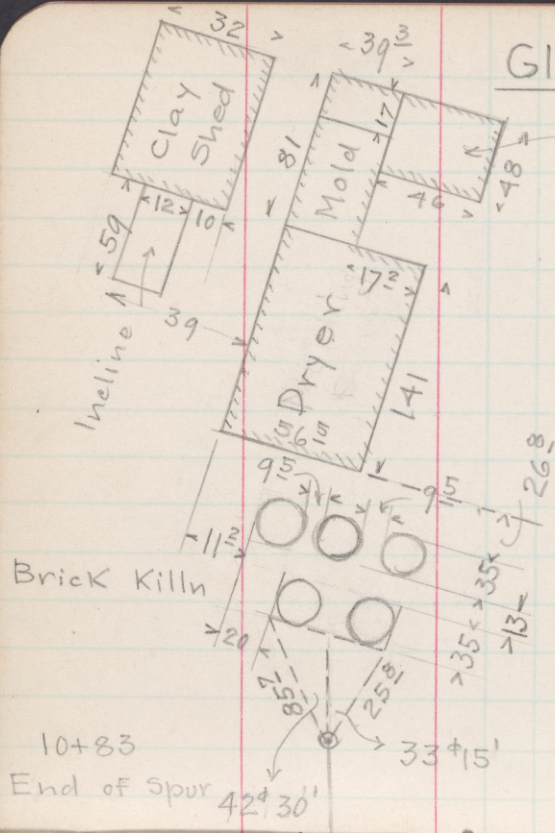
Top of Bank at 4+23 is  
13 ft. above Bottom of Creek.

Brick-yard Property of Wendling Lumber Co.  
of S.F.



Glen Ellen. Nov. 7<sup>th</sup> - 1913

(34)

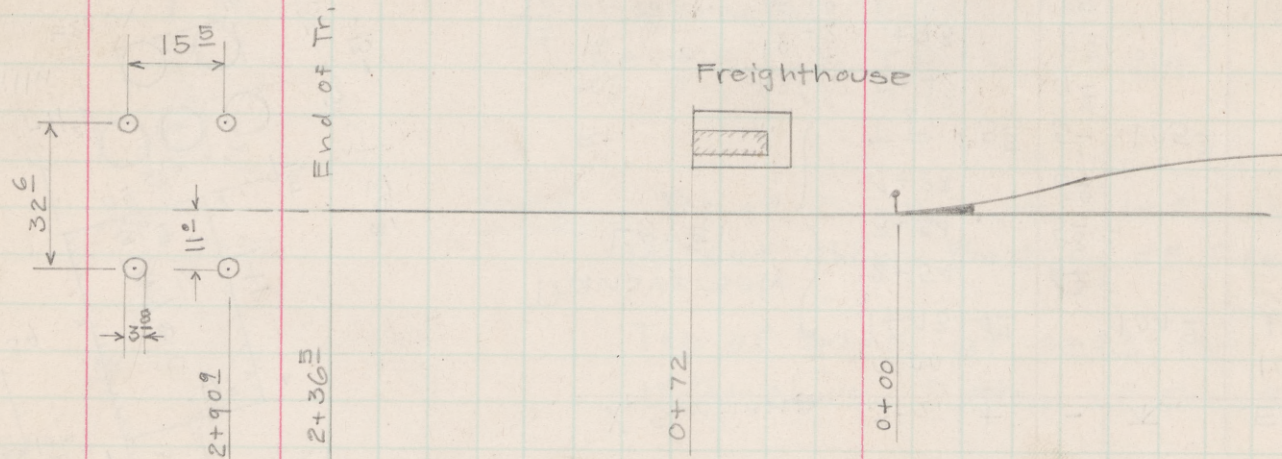


Engine & Boiler Room

| X Sections                      |     | Sta. | +              | -              | Σ                | Elev.            |
|---------------------------------|-----|------|----------------|----------------|------------------|------------------|
| Transversely<br>Level           |     | 0+00 |                |                |                  | 103              |
|                                 |     | 1+43 | 4 <sup>9</sup> |                | 104 <sup>9</sup> | 100              |
|                                 |     | 2+54 |                | 6 <sup>3</sup> |                  | 98 <sup>6</sup>  |
|                                 |     | 3+54 |                | 5 <sup>8</sup> |                  | 99 <sup>1</sup>  |
|                                 |     | 4+23 |                | 6 <sup>0</sup> |                  | 98 <sup>9</sup>  |
|                                 |     | T.P. | 5 <sup>5</sup> | 5 <sup>1</sup> | 105 <sup>3</sup> | 99 <sup>8</sup>  |
|                                 |     | 5+42 |                | 9 <sup>2</sup> |                  | 96 <sup>1</sup>  |
| Rt.                             | Lt. | +93  |                | 5 <sup>5</sup> |                  | 99 <sup>8</sup>  |
| -1 <sup>6</sup> / <sub>10</sub> | 0   | 6+52 |                | 1 <sup>5</sup> |                  | 103 <sup>8</sup> |
| -1 <sup>2</sup> / <sub>10</sub> | 0   | T.P. | 5 <sup>9</sup> | 0 <sup>4</sup> | 110 <sup>8</sup> | 104 <sup>9</sup> |
| -1 <sup>9</sup> / <sub>10</sub> | 0   | 7+37 |                | 1 <sup>8</sup> |                  | 109 <sup>0</sup> |
|                                 |     |      |                |                |                  |                  |

Tiburon. Nov. 17<sup>th</sup> - 1913.

Location of <sup>F</sup>Cyl. at old Freight Slip.





# Sausalito. X Sections

(35)

At 0+00 Level to Cent. of Warrt.  
West Pt. S.V. = 0+50

1+00

1+50

2+00

3+00

5+00

8+00

9+00

9+50

$$\begin{array}{r} 00 \\ 00 \end{array} \quad \frac{-0^5}{11} \quad \frac{-1^1}{15} \quad \frac{-1^0}{23} \quad \frac{+0^8}{26} \quad \frac{+1^0}{30}$$

$$\begin{array}{r} 00 \\ 00 \end{array} \quad \frac{-0^8}{5} \quad \frac{-0^4}{11} \quad \frac{-3^5}{16} \quad \frac{-3^5}{21} \quad \frac{-1^5}{25} \quad \frac{-0^5}{32} \quad \frac{+1^5}{32}$$

$$\begin{array}{r} 00 \\ 00 \end{array} \quad \frac{-1^0}{5} \quad \frac{-1^2}{9} \quad \frac{-6^0}{15} \quad \frac{-5^2}{21} \quad \frac{-1^5}{30} \quad \frac{-2^2}{37} \quad \frac{+1^2}{37}$$

$$\begin{array}{r} 00 \\ 00 \end{array} \quad \frac{-0^5}{5} \quad \frac{-0^3}{12} \quad \frac{-6^5}{19} \quad \frac{-6^4}{26} \quad \frac{+0^8}{35} \quad \frac{-3^2}{42} \quad \frac{+1^3}{42}$$

$$\begin{array}{r} 00 \\ 00 \end{array} \quad \frac{-0^6}{5} \quad \frac{-1^0}{12} \quad \frac{-9^7}{20} \quad \frac{-13^7}{37} \quad \frac{-1^4}{51} \quad \frac{-3^8}{58}$$

$$\begin{array}{r} 00 \\ 00 \end{array} \quad \frac{-0^6}{5} \quad \frac{-0^7}{12} \quad \frac{-10^5}{24} \quad \frac{-13^0}{40} \quad \frac{-11^2}{53} \quad \frac{-5^9}{63} \quad \frac{-7^6}{70} \quad \frac{-6^5}{76}$$

$$\begin{array}{r} 0 \\ 0 \end{array} \quad \frac{-8^1}{5} \quad \frac{-12^9}{34} \quad \frac{-10^2}{49} \quad \frac{-3^7}{58} \quad \frac{-6^2}{65}$$

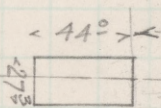
$$\begin{array}{r} 0 \\ 0 \end{array} \quad \frac{-8^1}{8} \quad \frac{-11}{12} \quad \frac{-7^2}{32} \quad \frac{0^2}{43} \quad \frac{-4^2}{51} \quad \frac{0^2}{60}$$

4 Track

53  
34  
58

Bridge

633+08<sup>2</sup>



626+89<sup>2</sup> PS

+55<sup>5</sup> Semaphore



To  
Cazadero  
M.L.

637+51<sup>2</sup> - 18 E  
Box Culvert

3<sup>2</sup> x 4<sup>5</sup> x 45<sup>2</sup>

636+82<sup>1</sup>

P.S.

636+13 Pt. 7<sup>2</sup> 40' Frog

635+30  
115<sup>02</sup>

N  
of  
M. Line

632+74

End of Platf.

End of Power  
Rails betw. Tr.

N  
of  
M. Line

7<sup>1</sup> x 5<sup>2</sup> x 5<sup>2</sup>

60<sup>2</sup>

12<sup>2</sup>

632+28<sup>5</sup>

Beg. Platf.

632+05  
(4<sup>2</sup> x 4<sup>2</sup>)

Telephone and  
Train Register.

630+82<sup>5</sup>

Beg. Platf.

628+33

Beg. Power rails  
betw. Tr.

627+58<sup>3</sup>

Pt. 7<sup>2</sup> 40' Frog

626+89<sup>2</sup>

P.S.

MANOR.

Nov. 19<sup>th</sup> - 1913

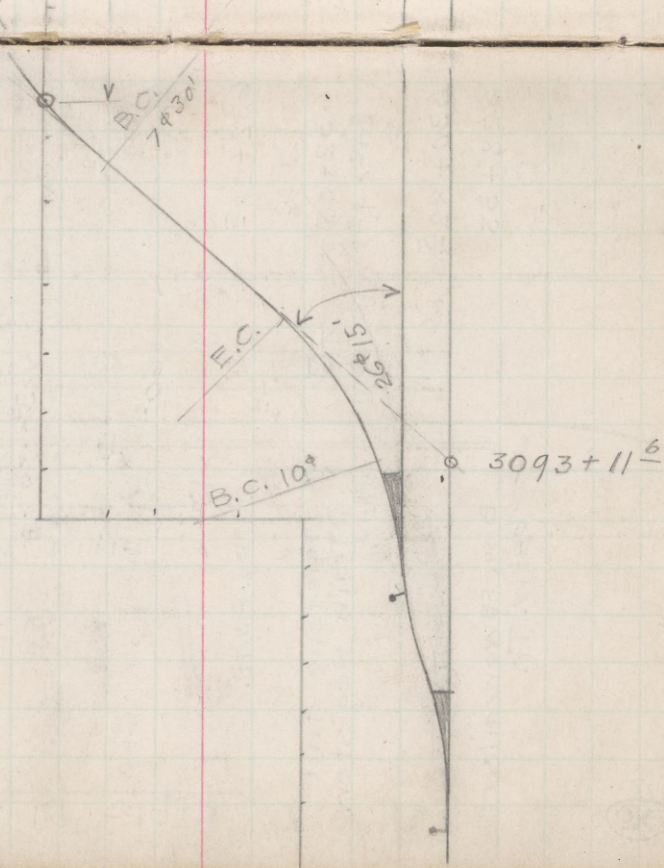
(56)

3+94 <sup>63</sup> P.I. with Property-Line

3+33 <sup>83</sup>

+73 <sup>13</sup> Pt. # 7°40' Frog

0+00 oppos. 3092+96 <sup>1</sup> P.S.





Sebastopol.

Nov. 20<sup>th</sup> - 1913.

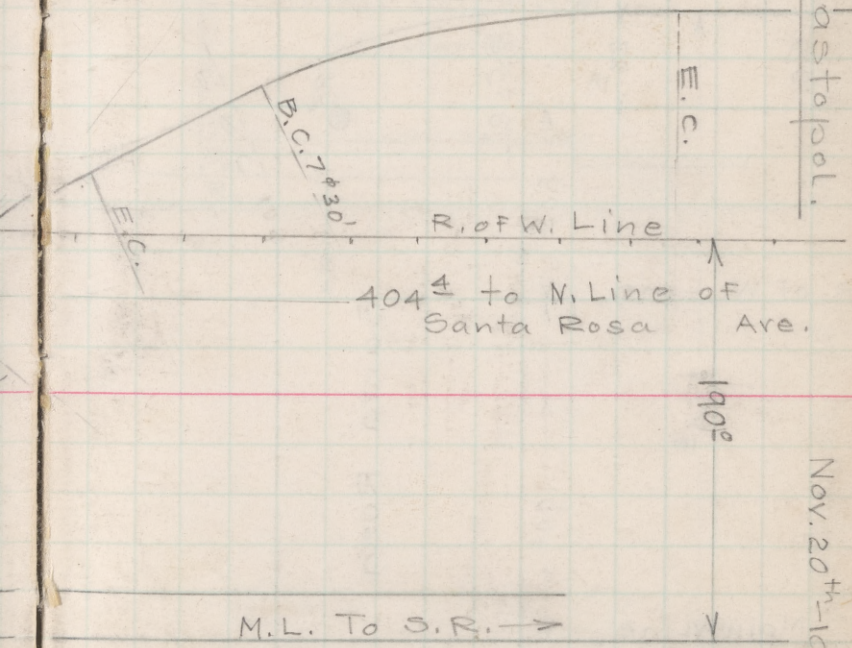
(37)

7 + 26 55

4 + 76 55

4 + 33 83

26° 15'



8+80<sup>9</sup> P.R.C. 10° Lt.

8+08<sup>9</sup> B.C. 10° Rt.

8+06<sup>2</sup> st. Line ↑

7+26<sup>55</sup>

74.2  
13.95  
88.1  
22.55  
15.55

P. B.C. 10°

42' Manhole

Santa Rosa Ave.

B.C. 10°

50<sup>6</sup>

190<sup>5</sup>

13<sup>95</sup>

23<sup>6</sup>

R. of W. Line

264<sup>2</sup>

Main Line

E.C.



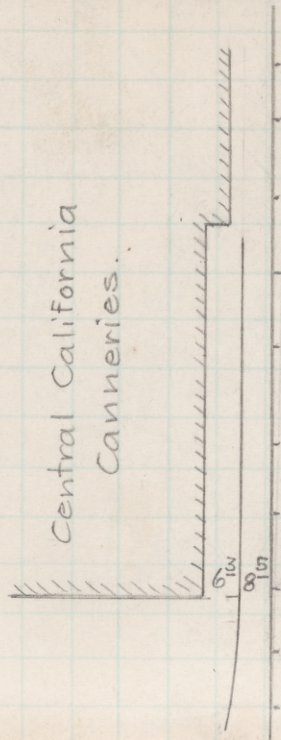
Sebastopol.

Nov. 20<sup>th</sup> 1913.

(38)

10+81<sup>2</sup> End of Spur.

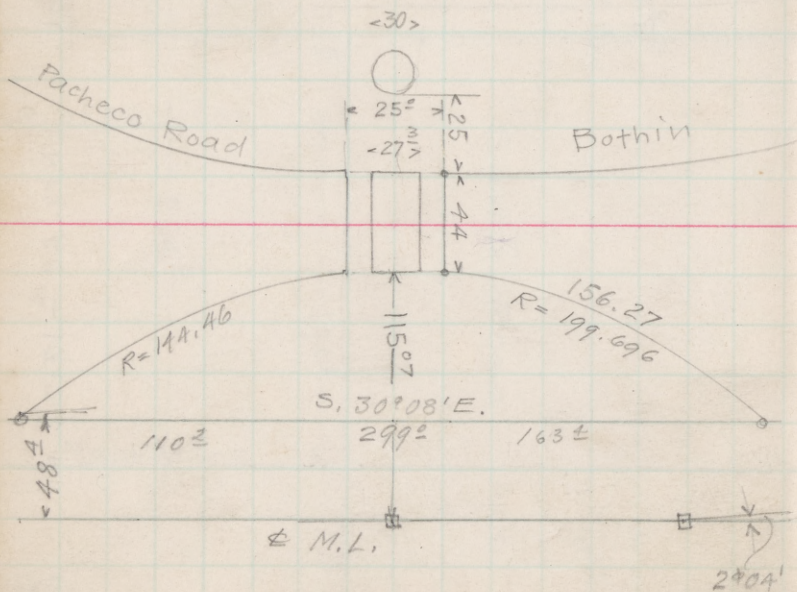
9+52<sup>2</sup> E.C.



635+30

633+08.2

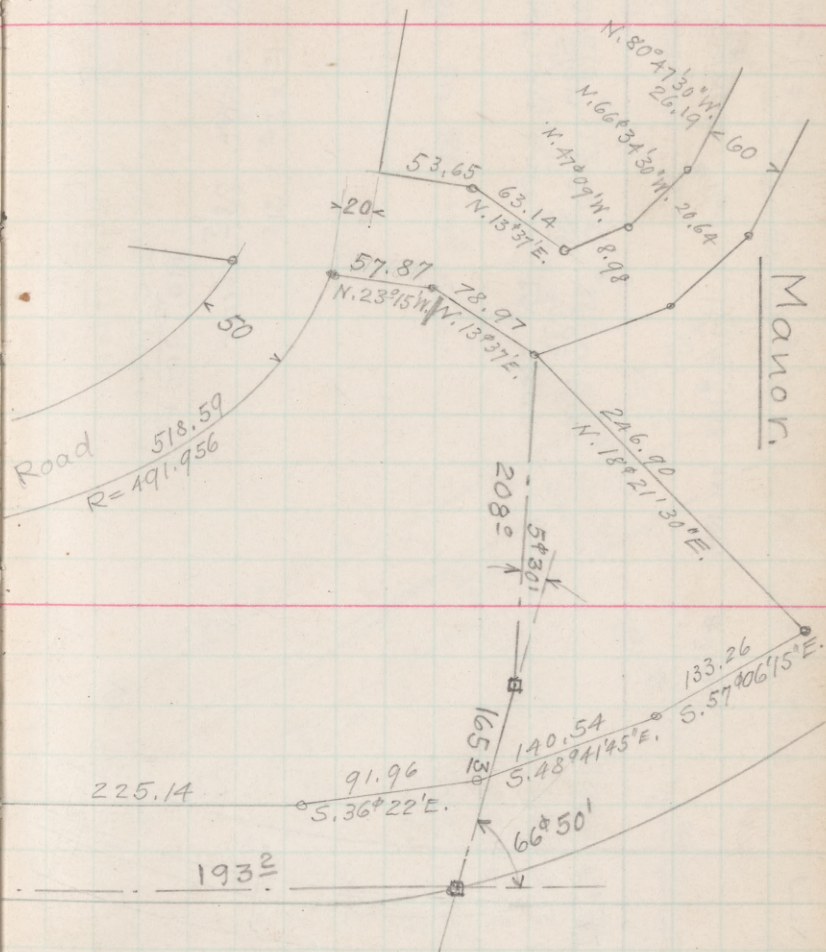
± Bridge





Nov. 21<sup>st</sup> 13

637+233 P.I.



+88<sup>7</sup> E.L. Crossing

+73<sup>8</sup> W.L. Crossing

900+53<sup>5</sup> W.L. C.G. 18-C

Note:

Equation:

E.C. 900+74

P.O.T. 900+76<sup>7</sup>

7+35<sup>8</sup> Telephone Box on Rt. 28<sup>5</sup> clear

896+40<sup>4</sup> Box 18-B 1<sup>2</sup> x 2<sup>2</sup> x 31<sup>2</sup>

891+75<sup>7</sup> Pt. #10 Frog

+12<sup>3</sup> Whistling Post on Left - 10<sup>7</sup> clear.

891+01<sup>3</sup> "Cerro" Sign on Rt. 20<sup>3</sup> clear.

890+97<sup>6</sup> P.S.

886+43<sup>8</sup> Semaphore Signals #169 on Lt. & #168 on Rt.

6+37<sup>9</sup> Tickler

885+38<sup>9</sup> East Portal #4

13<sup>2</sup> Gate

18-C

<7>

>13<

>20<

8<sup>5</sup> Clr.



See also 1143-D.15  
for  $\frac{1}{2}$  of R. of W.

Cerro.

Nov. 24<sup>th</sup> - 1913

(40)

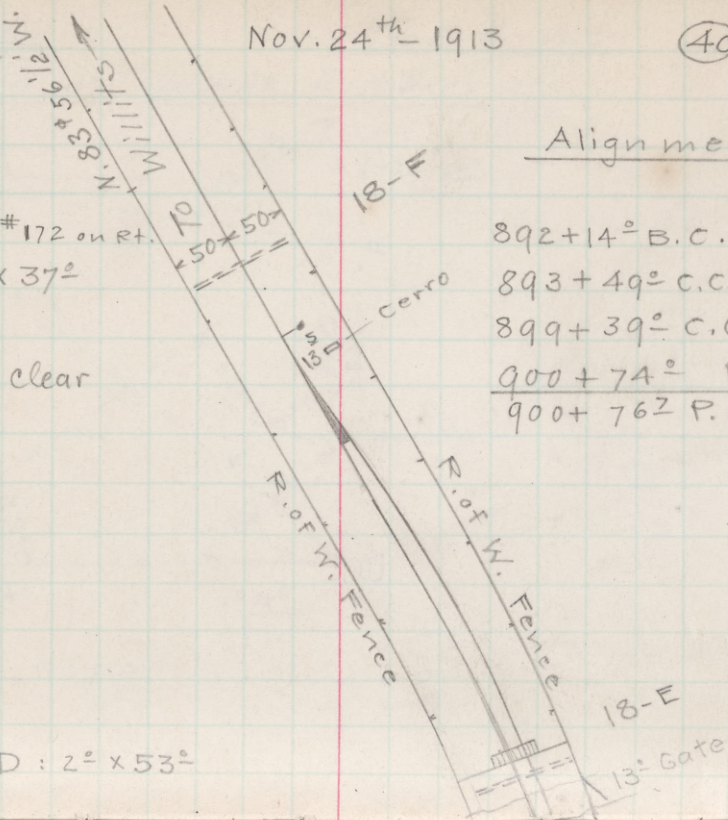
Alignment:

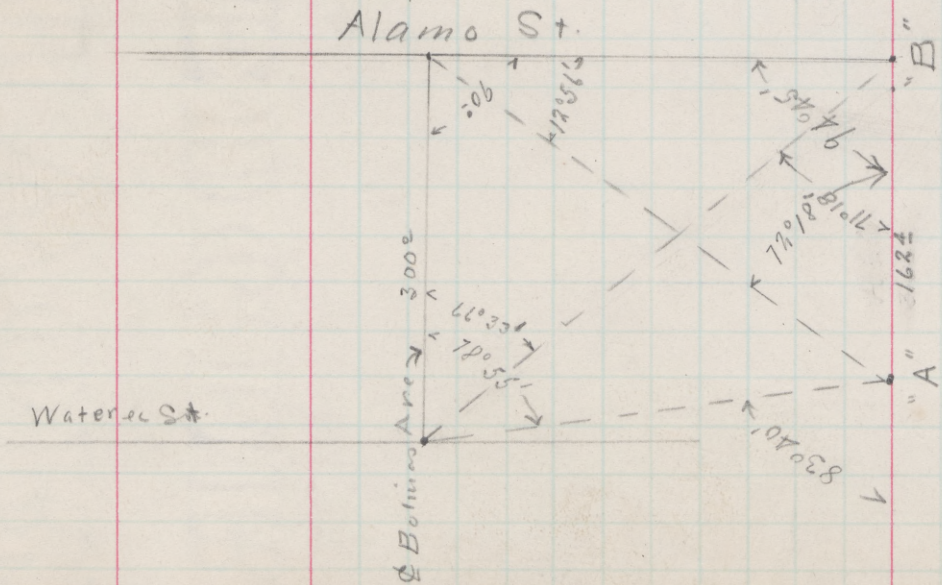
905+28<sup>1</sup> Semaphore Signals #173 on Lt. #172 on Rt.  
+88<sup>2</sup>  $\frac{1}{2}$  coner. Pipe Culvert 2<sup>2</sup> x 37<sup>2</sup>  
+70<sup>1</sup> P.S.  
4+62<sup>2</sup> "Cerro" Sign on Rt. 13<sup>5</sup> clear  
903+91<sup>8</sup> Pt. #10 Frog

892+14<sup>2</sup> B.C. T-2  
893+49<sup>2</sup> C.C. 5°30' Lt.  
899+39<sup>2</sup> C.C. T-2  
900+74<sup>2</sup> E.C.  
900+762 P.O.T.

+30<sup>2</sup> W.L. C.G. 18-E  
901+12<sup>5</sup>  $\frac{1}{2}$  coner. Pipe Culvert 18-D: 2<sup>2</sup> x 53<sup>2</sup>  
+88<sup>2</sup> E.L. Crossing

+738 W.L. Crossing







Pine Dec 4-1913 Dec-4-1913  
Location of Mason's Distillery

(41)

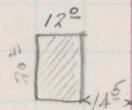
• 1+24<sup>95</sup>-B"

SWB Track

• 4+62<sup>95</sup>-A"

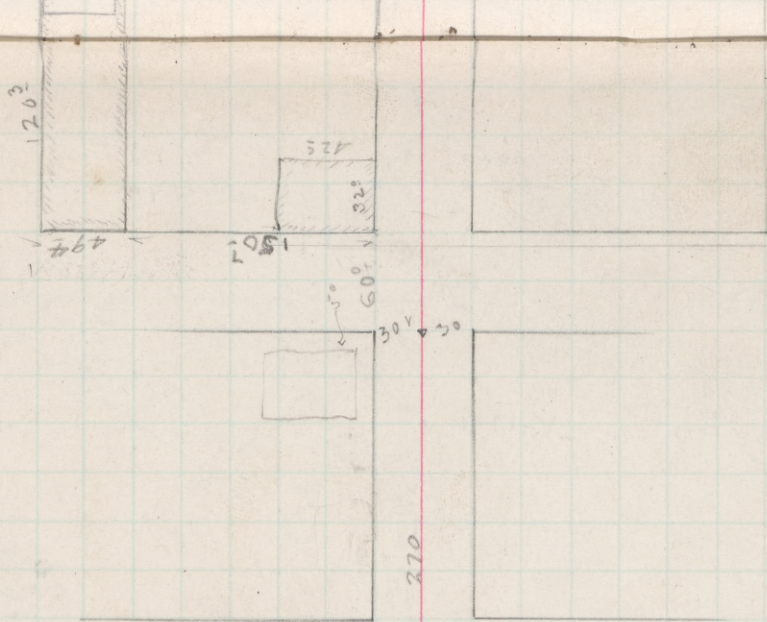
|      |                    |
|------|--------------------|
| 6315 | 4+62 <sup>95</sup> |
| 5845 | 1620               |
| 910  | 6240               |

WLDepot



0+09<sup>1</sup>  
 0+00

Waterloo St



Nov.

□ Pine

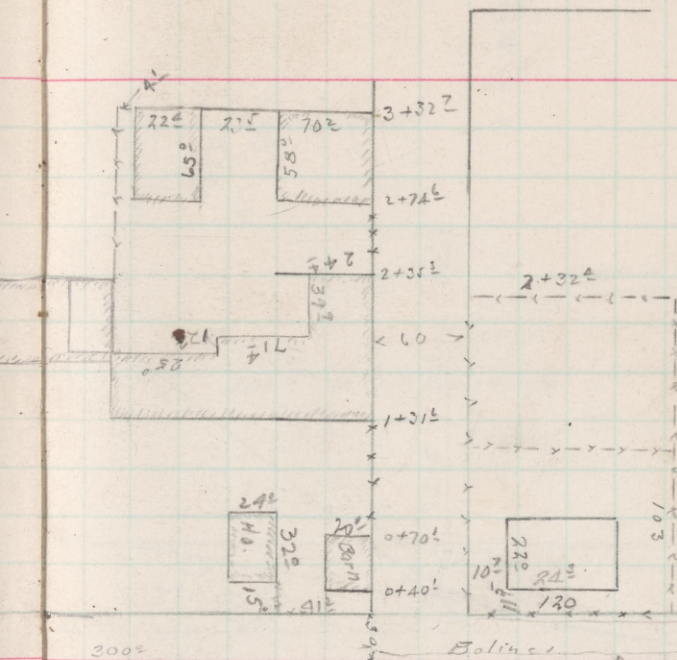


Alamo St.

= Pine =

Dec-4-1913.

(42)



Bolinas Ave

RR Track

4+15<sup>4</sup>

P.I. fence.

0+00 P.I. M.L. = 1+47<sup>5</sup>

1+36<sup>1</sup> Pt. frog

0+92<sup>2</sup> Pt. Sw.

0+60<sup>4</sup> Pt. frog

0+00 P.I. Sw. M.L.

1+84<sup>8</sup> fence

2+23<sup>8</sup>

1+63<sup>7</sup>

0+00

1+60<sup>0</sup>

39<sup>8</sup>



Sebastopol.

Dec 11, 1913.

(43)

4032 Pl. to property line.

4032  
1/2 0 3 1/2

Charted  
B.

5786<sup>65</sup>

11

11+23<sup>2</sup>

11+0<sup>2</sup> Manhole

10+82<sup>5</sup> End Track

9+86<sup>3</sup> Build.

9+00<sup>5</sup> Str. line

+80<sup>5</sup> Manhole.

+50<sup>2</sup> Hydrant.

8+40<sup>55</sup>

4<sup>1</sup> 2<sup>3</sup> dia.

12<sup>6</sup> 2<sup>1</sup>

15<sup>4</sup>

4<sup>5</sup> 2<sup>5</sup> dia.

2<sup>8</sup>

74<sup>5</sup>

189<sup>7</sup>

For Houses See

Pg. 45

Chart 2

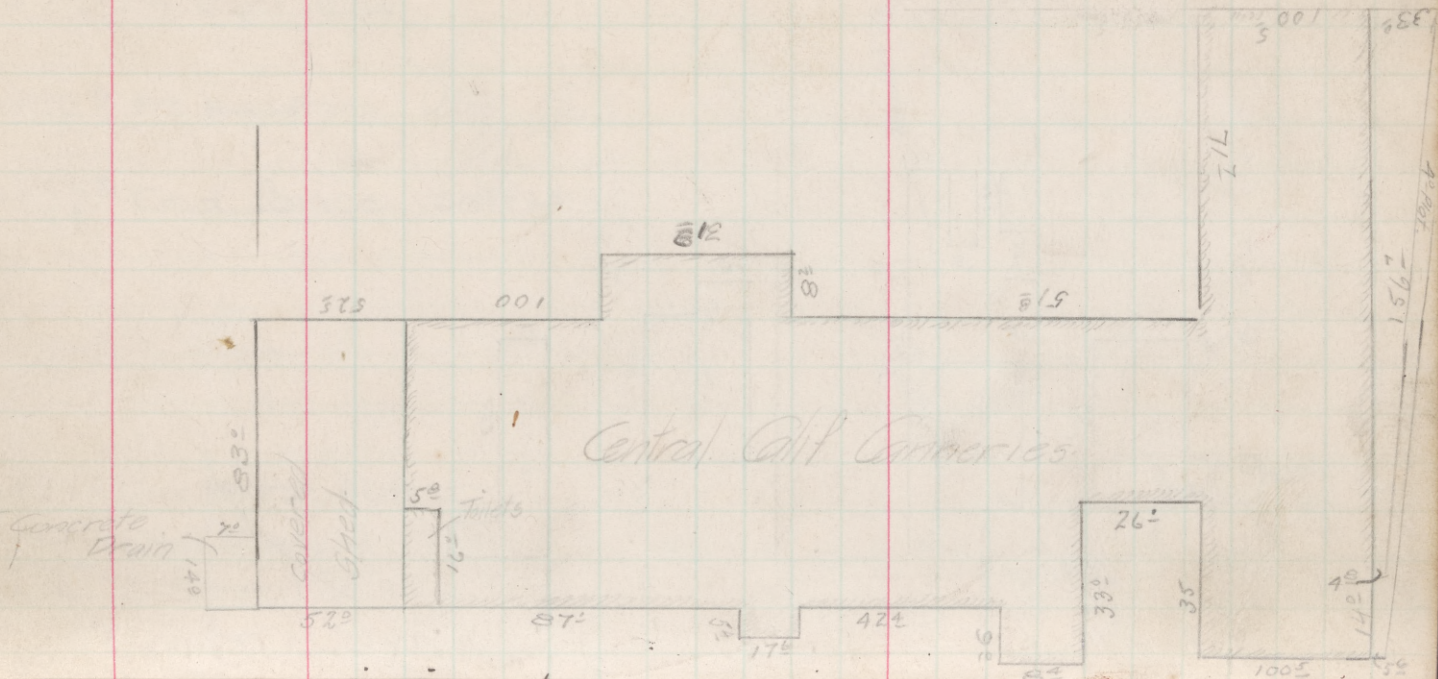
2007 APR 13



Sebastopol.

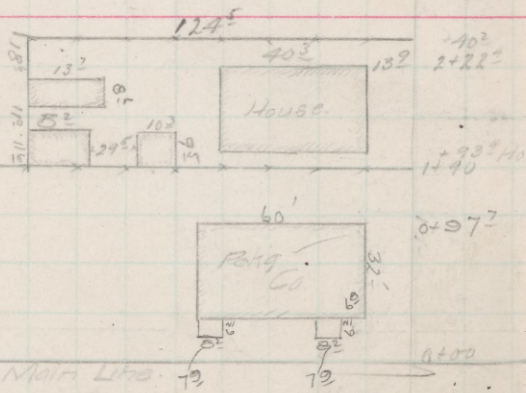
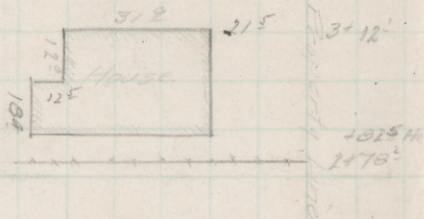
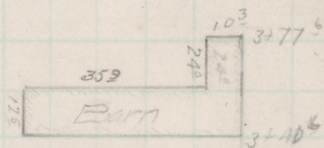
Dec. 11, 1913.

(44)



11123

Plotted  
By



Main Lino.



# Toscan Spur

3953+36<sup>3</sup> Pt. Spl. Sw.

3954+12<sup>6</sup> Pt. #10 frog

3954+77<sup>2</sup> End fence. 30ft. Lt.

3956+25<sup>0</sup> End fence 30ft. Lt.

3956+37<sup>-</sup> End Spur

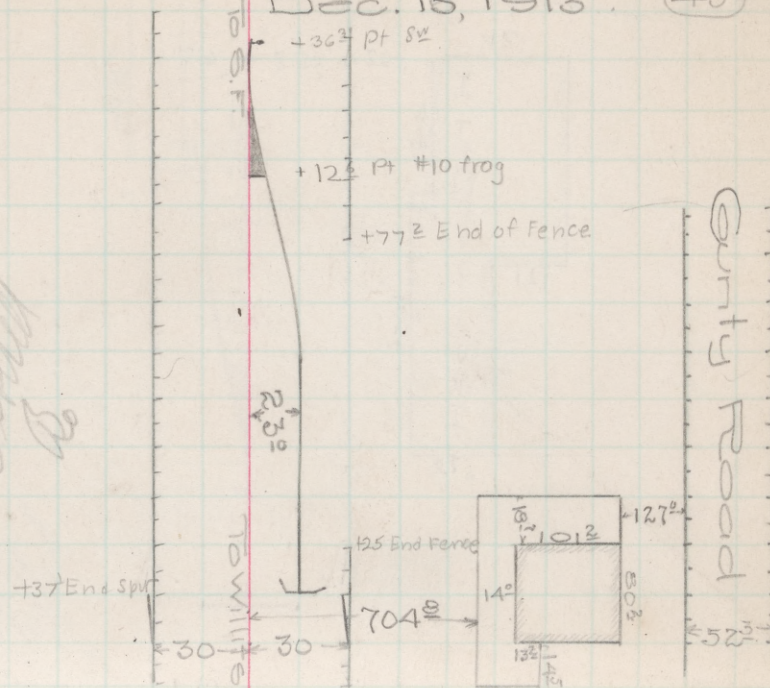
3956+46<sup>5</sup> G. Road Xing

3956+49<sup>1</sup> East end Winery

# Geysserville

Dec. 15, 1913

(45)



+97<sup>5</sup> Geyserville 1 mi. sign.

3974

+81<sup>5</sup> & 18" Con. pipe 25° long

+64<sup>2</sup> & Road Xing

3973

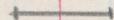
+85<sup>4</sup> West end Barn.

+12<sup>4</sup> Rt. Angle fence Rt.

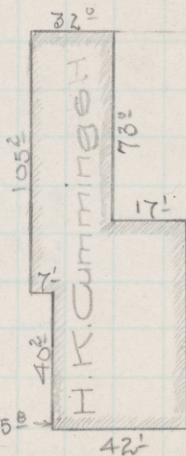
+08<sup>1</sup> Pl. fence Rt.

3970

+15<sup>2</sup>



To Geyserville





66 \*Omus\* Property Owners

Dec 15, 1913.

(46)

79

+98<sup>5</sup> W.E. Plat.

3981

79

+22<sup>4</sup> Frog.

3980

+44<sup>2</sup> Pt. Sw.

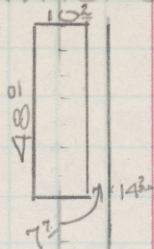
3979

+88° & Road Xing

3978

Rose Bros.

Chilled  
Co



+97<sup>5</sup> Geyserville 1 mi. Sian.

+152°

+42<sup>b</sup> @ Road Xing  
3990+

3988 + 42<sup>5</sup> fence Lt.  
+ 02<sup>4</sup> ♀ Road Xing.

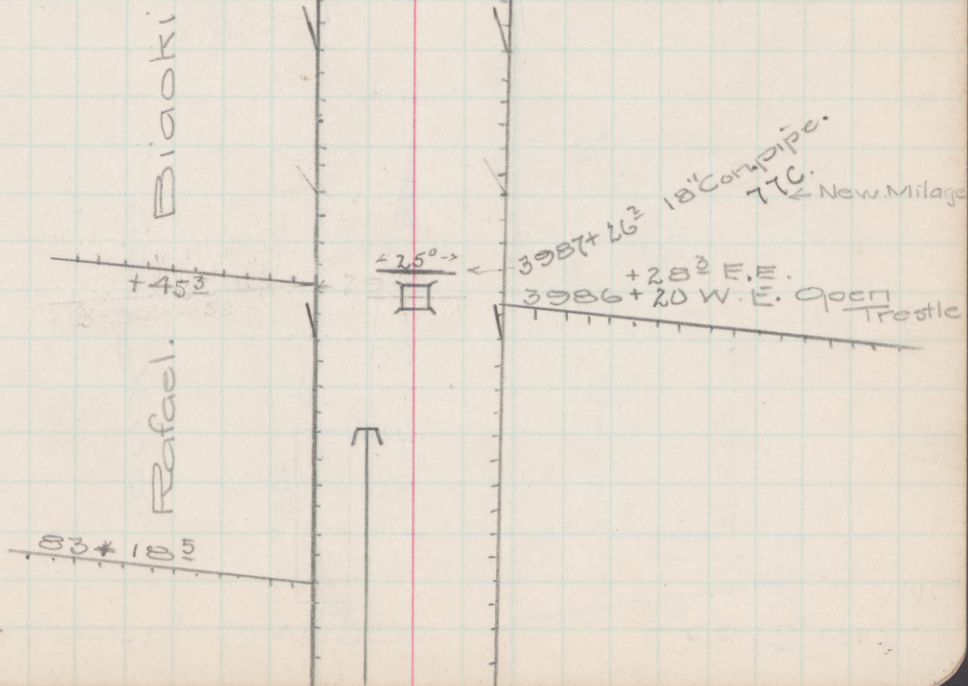
3986

+60° End Spur.

3985

 $+ 21^6$  fence Lt.

३७६३





-Omus- Prop. Owners.

Dec 15, 1913.

(47)

+29<sup>2</sup> Pl. fence.

+23<sup>2</sup> & Road Xing

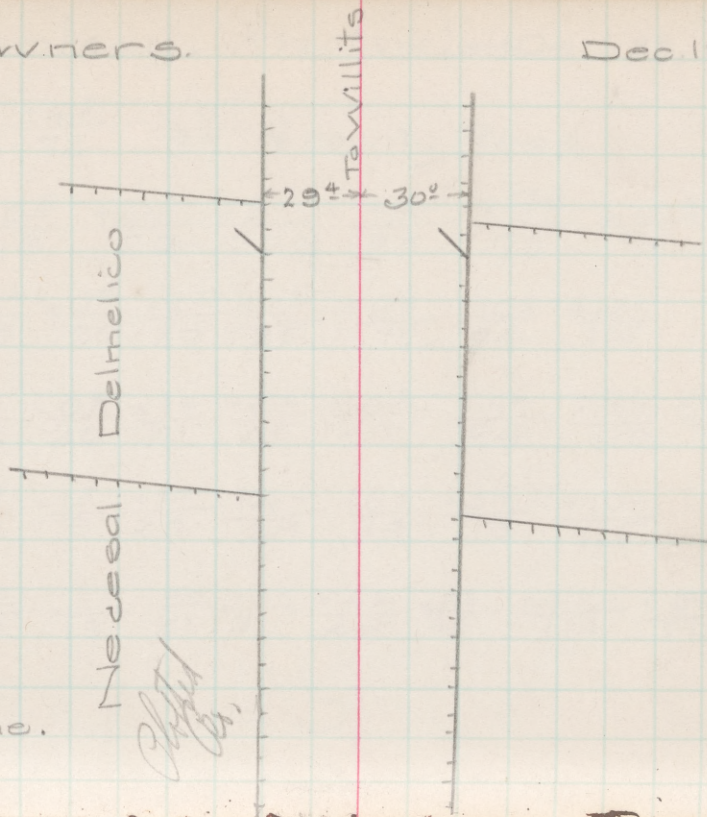
4005

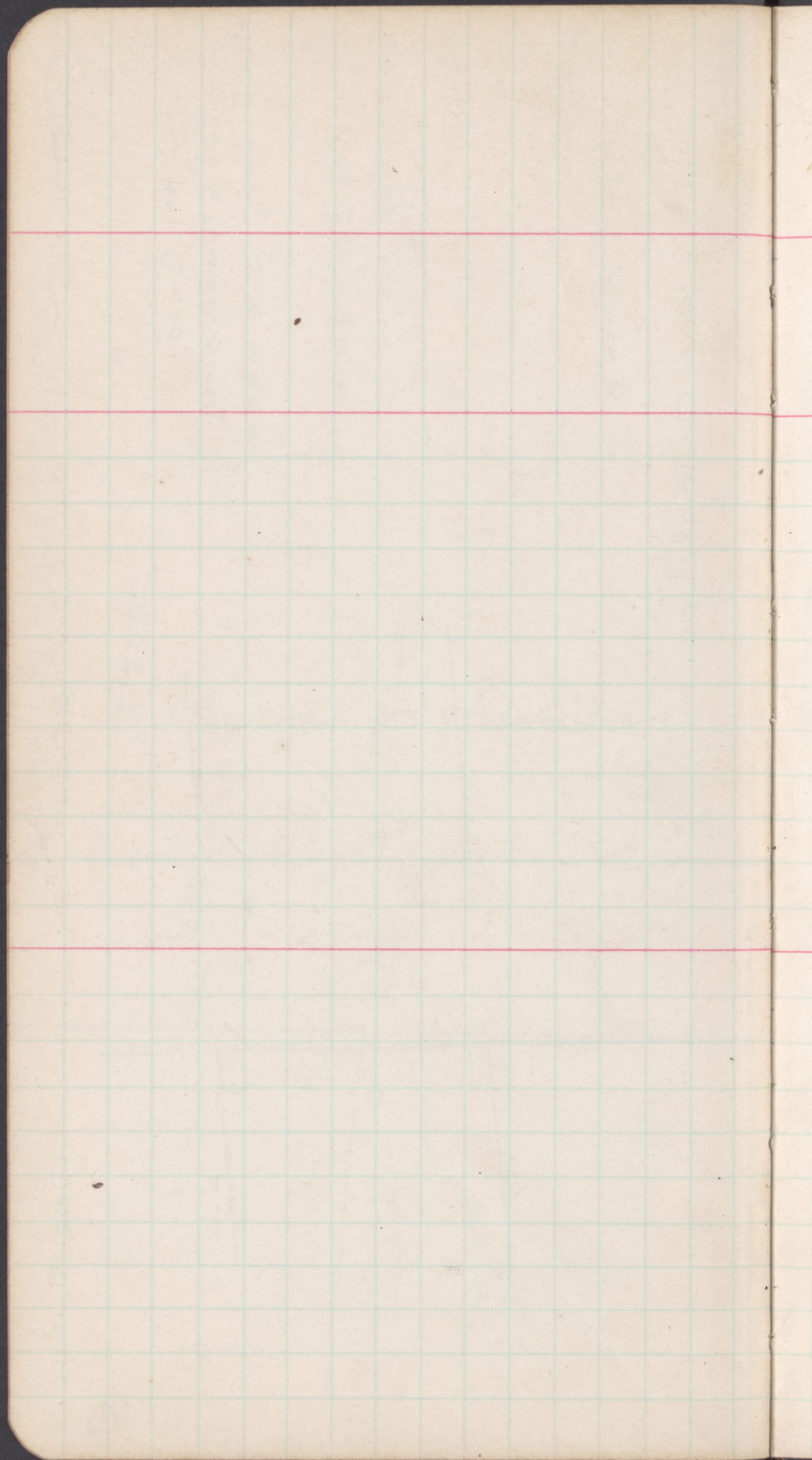
+88<sup>6</sup> Pl. fence.

3996

+26<sup>2</sup> & Lane Division Line.

3992







# Woolsey. X sections left Dec. 23, 1913.

(48)

Sta. 154.  $\frac{00}{00}$   $\frac{+3^0}{50}$   $\frac{+4^5}{72}$   $\frac{+6^0}{97}$  & county Road.

Sta 155.  $\frac{00}{00}$   $\frac{00}{17}$   $\frac{-0^5}{18}$   $\frac{-0^5}{20}$   $\frac{+2^1}{20\frac{1}{2}}$   $\frac{+4^2}{25}$   $\frac{+9^4}{70}$   $\frac{+10^4}{91}$   $\frac{+12^1}{115^0}$

Sta. 156.  $\frac{00}{00}$   $\frac{00}{17}$   $\frac{-1^1}{18}$   $\frac{-0^5}{20}$   $\frac{+2^3}{20}$   $\frac{+4^2}{25}$   $\frac{+8^4}{70}$   $\frac{+10^4}{94}$   $\frac{+12^1}{115}$

Sta. 157.  $\frac{00}{00}$   $\frac{00}{17}$   $\frac{-1^0}{18}$   $\frac{-0^9}{20}$   $\frac{+1^0}{21}$   $\frac{+4^2}{25}$   $\frac{+4^3}{44}$   $\frac{+9^4}{94}$   $\frac{+9^0}{110}$   $\frac{+12^0}{115}$

Sta. 158.  $\frac{00}{00}$   $\frac{00}{17}$   $\frac{-1^5}{18}$   $\frac{-1^5}{19}$   $\frac{+1^2}{20}$   $\frac{+4^2}{28}$   $\frac{+6^9}{94}$   $\frac{+5^5}{110}$   $\frac{+10^1}{115}$

Sta. 158+50  $\frac{00}{00}$   $\frac{00}{17}$   $\frac{-1^6}{18}$   $\frac{-1^1}{19}$   $\frac{00}{21}$   $\frac{+3^0}{21}$   $\frac{+4^0}{28}$   $\frac{+5^2}{94}$   $\frac{+4^0}{110}$   $\frac{+5^5}{115}$

⑦ 659-65# Steel  
3389-56# "  
4048 lin. ft. ✓

⑧ 2066-56# Steel ✓  
2066-lin. ft.  
(Serves Porter Bros; Russian River  
Packing Ho. and J. K. Armsby Co.)

⑨ 420-56# Steel (60 Ft. Turntable)  
420 lin. ft. 120-60# Steel ✓

⑩ 240-75# Steel  
814-56# " (Sotoyome Lumber Co.)  
✓ 1054 lin. ft.

Crossorer "A-A" not in existence!



Healdsburg

Jan 5<sup>th</sup> & 6<sup>th</sup> - 1914

(49)

① 404 - 56# Steel  
1094 - 50# Iron

1498 lin. ft.

(Serves French American Wine Co)

② 225 - 65# Steel  
146 - 60# "

1649 - 56# "

2020 lin. ft.

③ 224 - 65# Steel  
600 - 56# "

1410 - 50# Iron

2234 lin. ft.

④ 770 - 65# Steel  
1738 - 56# "  
942 - 50# "

3450 lin. ft.

⑤ 224 - 65# Steel  
2994 - 56# "  
262 - 50# "

3480 lin. ft.

⑥ 1384 - 56# Steel  
1384 lin. ft.





Finlayson Jan. 5<sup>th</sup> 1914

(50)

②

178-75 # Steel

542-65 # "

390-60 # "

1046-56 # "

212-50 # Iron

2368 lin. ft.

(Finlayson Winery and  
Scatena Bros.)

①

186-65 # Steel

610-60 # "

796- lin. ft.

Miller & Cobby: Fruit  
Packers.

1318

$$\begin{array}{r} \textcircled{8} \quad 2190 - 56 \# \text{ steel} \quad \checkmark \\ 362 - 45 \# \quad \checkmark \\ \hline 2552 \text{ lin. ft.} \end{array}$$

$$\begin{array}{r} \textcircled{9} \quad 528 - 65 \# \text{ steel} \quad \checkmark \\ 2770 - 56 \# \quad \checkmark \\ \hline 3298 \text{ lin. ft.} \end{array}$$

$$\begin{array}{r} \text{Turntable: } 64^5 \text{ ft.} \\ \hline 129 \text{ lin. ft. } 65 \# \text{ steel} \quad \checkmark \end{array}$$

$$\begin{array}{r} \textcircled{10} \quad 226 - 65 \# \text{ steel} \quad \checkmark \\ 820 - 50 \# \text{ Iron} \\ \hline 1046 \text{ lin. ft.} \end{array}$$

" " " "  
A - A "

378 - lin. ft. 65 # steel

$$\begin{array}{r} \text{Roundhouse} : 5 \text{ Tracks} \quad \checkmark \\ 1480 \text{ lin. ft. } 56 \# \text{ steel} \end{array}$$



Ukiah Jan. 3<sup>th</sup> 1914

① 218-56<sup>#</sup> Steel ✓  
212-50<sup>#</sup> Iron

---

430 lin. ft.

② 1021-65<sup>#</sup> Steel ✓  
4378-56<sup>#</sup> "

---

5399 lin. ft.

③ 60-56<sup>#</sup> Steel ✓  
590-50<sup>#</sup> Iron

---

650 lin. ft.

④ 401-65<sup>#</sup> Steel ✓  
3481-56<sup>#</sup> "

---

3882 lin. ft.

⑤ 664-56<sup>#</sup> Steel ✓  
142-45<sup>#</sup> "  
1584-50<sup>#</sup> Iron

---

2390 lin. ft.

⑦ 148-65<sup>#</sup> Steel ✓  
251-56<sup>#</sup> "

---

399 lin. ft.

⑥ 184-65<sup>#</sup> Steel ✓  
962-56<sup>#</sup> "

---

791-50<sup>#</sup> Iron

---

1937 lin. ft.

(51)

Notes OK  
6/23/16.

R.O.F.M. Fence

R.O.F.M. Fence

50 50

7+37

98°

40<sup>5</sup>

11<sup>5</sup>

47<sup>2</sup>

Crusher

6+11

Conveyor

51<sup>5</sup>

40<sup>2</sup>

5+55

98°

5+23<sup>8</sup>

County

Road

40

96<sup>5</sup>

4+85

5968+50<sup>3</sup>

12<sup>5</sup>

89<sup>5</sup>

4+00

90x1146

63<sup>2</sup>

3+00

PRINTING  
(not used)

27<sup>3</sup>

2+00

U.N. Briggs

+91<sup>8</sup>

5963+90<sup>4</sup>  
0+00

P.S.



Ukiah : Jan 8<sup>th</sup> 1914

(52)

Asylum - Siding

224 - 75# Steel

224 - 65# "

1844 - 56# "

---

2292 lin. ft.

Ukiah : Revaluation Notes

West-Line Depot:  $5932 + 62^5$

" Yard Limit :  $5881 + 19^2$

East " " :  $5967 + 98^6$

< 80<sup>±</sup> >

French  
American  
Wine Co.

160

< 30 >

200 - 65# Steel

1274 - 56# "

---

1474 lin. ft.

① Yew-Spur

1096-65# steel

1113-56# "

✓ 397-50# Iron

2606 lin. ft.

② 696-65# steel

724-56# "

1420 lin. ft. ✓

Sherwood-Extension

P.S. Switch-Back 0+00 = 71+56 <sup>43</sup>

15190 lin. ft. 65# steel

7595



Sherwood: Jan. 9<sup>th</sup> 1914

(53)

① 474-65# steel  
609-56# "

---

1083 lin. ft.

② 177-65# steel  
1705-56# "  
764-50# Iron

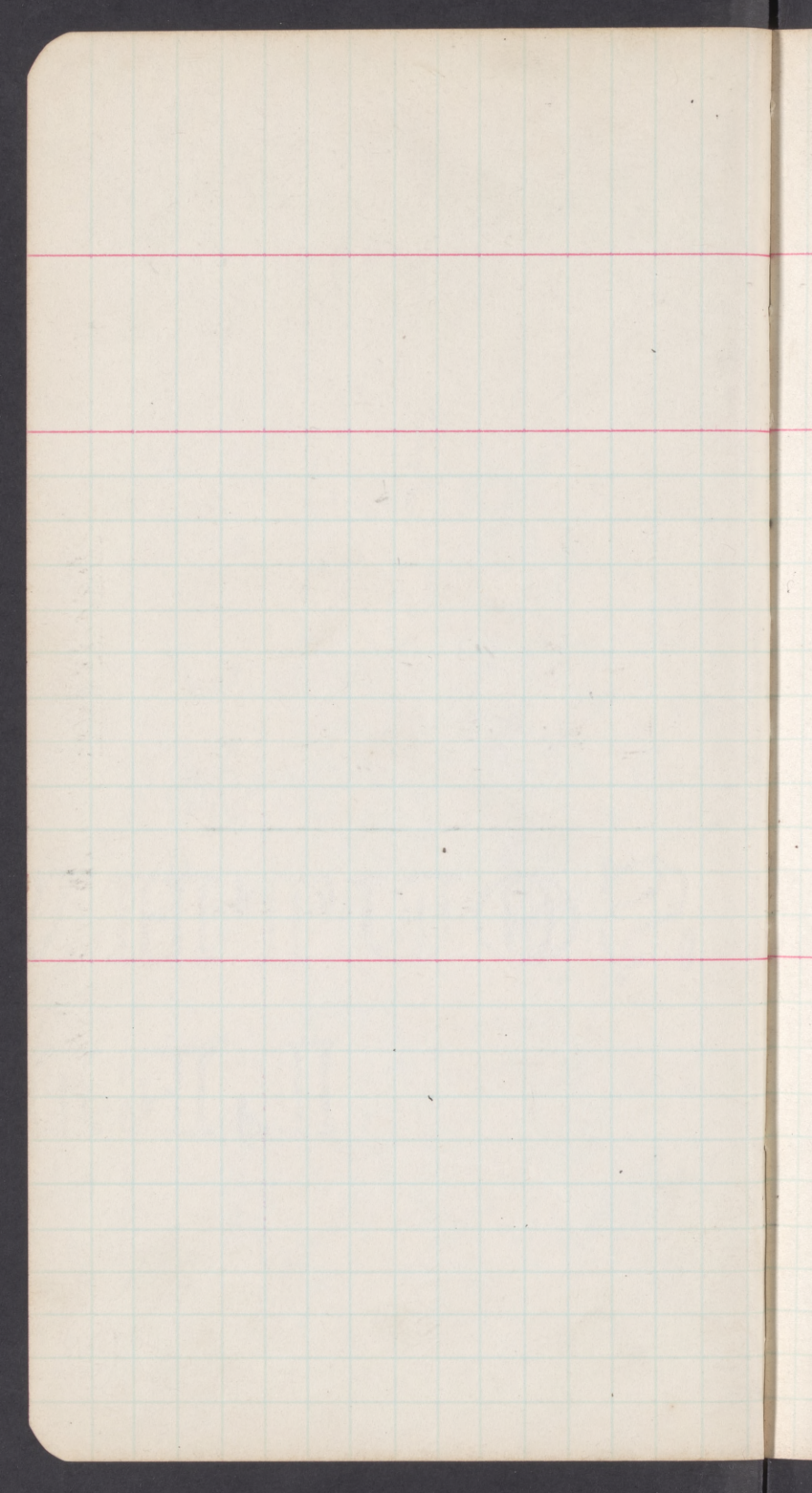
---

2646 lin. ft.

③ 1213 lin. ft. 56# steel (it serves the Willits Mercantile Co.)

Swamp-spur (east of Sylva dale)

7444 lin. ft. 65# steel





W.L.

Healdsburg

Jan. 14<sup>th</sup> - 1914

(54)

Rt.

3516 + 84

$$\frac{0}{0} \quad \frac{-0^2}{5} \quad \frac{-1^2}{18} \quad \frac{-2^3}{24} \quad \frac{-4^2}{28} \quad \frac{-1^3}{32}$$

+ 34

$$\frac{0}{0} \quad \frac{0}{7} \quad \frac{-1^2}{17} \quad \frac{-3^2}{21} \quad \frac{-3^3}{24} \quad \frac{-2^3}{30}$$

3515 + 84

$$\frac{0}{0} \quad \frac{-0^5}{10} \quad \frac{-0^8}{19} \quad \frac{-2^9}{22} \quad \frac{-3^4}{25} \quad \frac{-2^8}{30}$$

+ 34

$$\frac{0}{0} \quad \frac{0}{14} \quad \frac{-0^6}{18} \quad \frac{-0^9}{22} \quad \frac{-2^4}{27} \quad \frac{-2^6}{30}$$

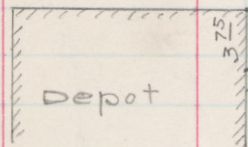
3514 + 84

$$\frac{0}{0} \quad \frac{0}{18} \quad \frac{-0^6}{20} \quad \frac{-0^6}{22} \quad \frac{-2^3}{25} \quad \frac{-2^6}{30}$$

+ 34

$$\frac{0}{0} \quad \frac{0}{19} \quad \frac{-0^7}{20} \quad \frac{-0^7}{23} \quad \frac{-1^6}{26} \quad \frac{-1^9}{30}$$

Sheriff Bros' Platform



375

105°28'

29.9

16.82

35°

95°

93°38'

50

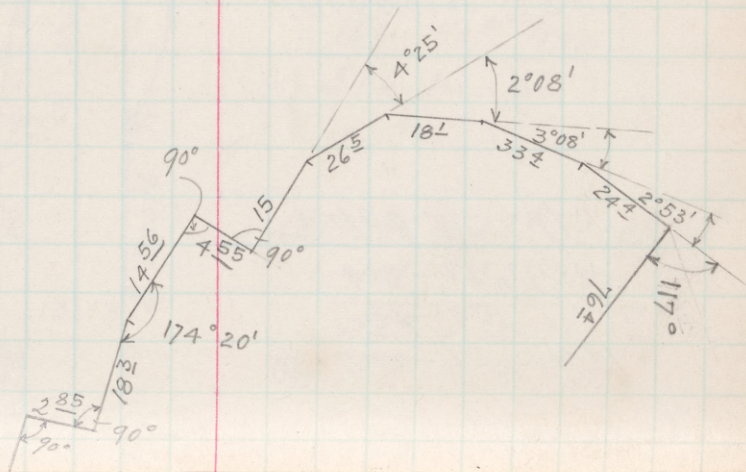
3°56'

17.4

↑  
T  
O  
S  
L



Sausalito. Jan. 12<sup>th</sup> - 1914  
Location of present Bulkhead.



Jackson Spur

10+31<sup>5</sup> End of Spur

7+30<sup>5</sup> P.S.

6+52 Pt. #10 Frog

+92<sup>15</sup> Pt. #7°40' Frog

2+23<sup>25</sup> P.S.

0+00 East-Line Johnson St.

(18)

13

Drill Tr.

Westb. Tr.

(1-2)

(3)

240-75# steel

48-60# "

612-50# Iron

900 lin. ft.

Jackson Spur

(5)



Sausalito. Jan. 26<sup>th</sup> - 1914

(56)

15+42<sup>7</sup> P.S.

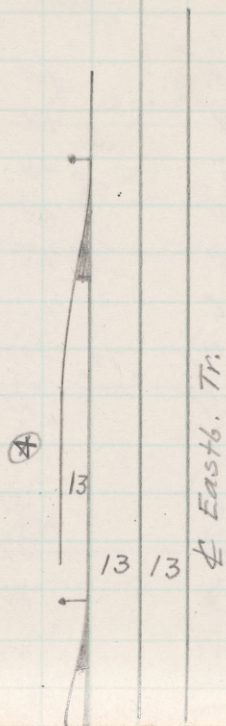
14+66<sup>2</sup> Pt. #9 Frog

Mason spur

+86<sup>2</sup> End of spur

12+42<sup>6</sup> P.S.

11+66<sup>2</sup> Pt. #9 Frog



④

228-65# steel

120-56# "

168-50# Iron

---

516 lin. ft.

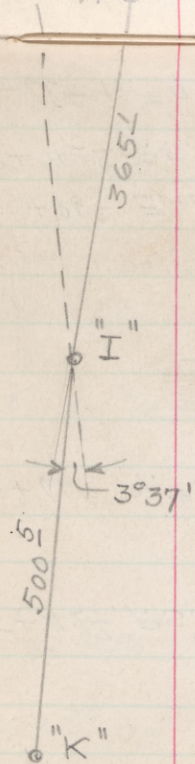
③

262-65# steel

161-50# Iron

---

423 lin. ft.



|                         |                       |
|-------------------------|-----------------------|
| 8) $38^{\circ}$ Lt.     | $40^{\underline{2}}$  |
| 9) $34^{\circ}50'$ Lt.  | $54^{\underline{9}}$  |
| 10) $33^{\circ}48'$ Lt. | $69^{\underline{2}}$  |
| 11) $31^{\circ}30'$ Lt. | $83^{\underline{3}}$  |
| 12) $30^{\circ}15'$ Lt. | $97^{\underline{5}}$  |
| 13) $29^{\circ}10'$ Lt. | $111^{\underline{2}}$ |

Set up over "H" Foresight on "F"

|                         |                       |
|-------------------------|-----------------------|
| 14) $27^{\circ}$ Rt.    | $72^{\underline{2}}$  |
| 15) $30^{\circ}20'$ Rt. | $58^{\underline{3}}$  |
| 16) $35^{\circ}$ Rt.    | $44^{\underline{55}}$ |
| 17) $43^{\circ}$ Rt.    | $31^{\underline{2}}$  |
| 18) $62^{\circ}15'$ Rt. | $19^{\underline{34}}$ |
| 19) $69^{\circ}20'$ Rt. | $13^{\underline{8}}$  |

9/KS.

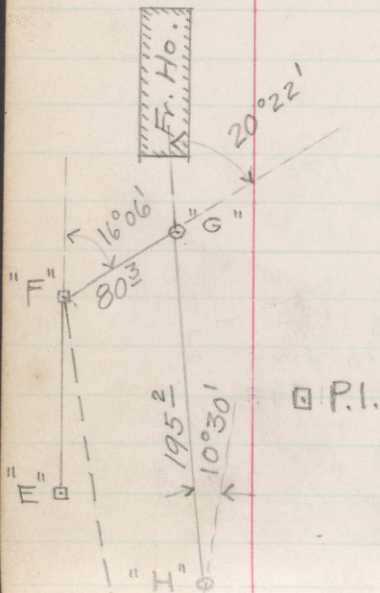


Sausalito. Jan 26<sup>th</sup> - 1914  
Location of Fence

(57)

See Page 6 for "F" and "E" tied into Base-Line

Set up over "G" - Backsight on "F" - Plunge  
 All distances measured from Transit-Point



- |               |                      |
|---------------|----------------------|
| 1) 35°30' Lt. | 116 <sup>2</sup> ft. |
| 2) 32°54' Lt. | 88 <sup>3</sup>      |
| 3) 27°30' Lt. | 45 <sup>65</sup>     |
| 4) 14° Lt.    | 17 <sup>7</sup>      |
| 5) 34°38' Rt. | 6 <sup>1</sup>       |

Set up over "G" B.S. on "F"

- |               |                 |
|---------------|-----------------|
| 6) 57° Lt.    | 13 <sup>2</sup> |
| 7) 42°58' Lt. | 26 <sup>6</sup> |

30)  $13^{\circ}45'$  Lt.

37 95

31)  $8^{\circ}30'$  Lt.

51 8

32)  $2^{\circ}$  Rt.

445 8

---

Set up over "K" Foresight on "I" (?)

33)  $32^{\circ}30'$  Rt.

22 55

---

Set up over "K" Foresight on "I" - Plunge

34)  $5^{\circ}28'$  Lt.

377 3



Sausalito. Jan. 26<sup>th</sup> 1914  
Location of Fence

See page 57!

(58)

Set up over "H" Foresight on "F" - Plunge

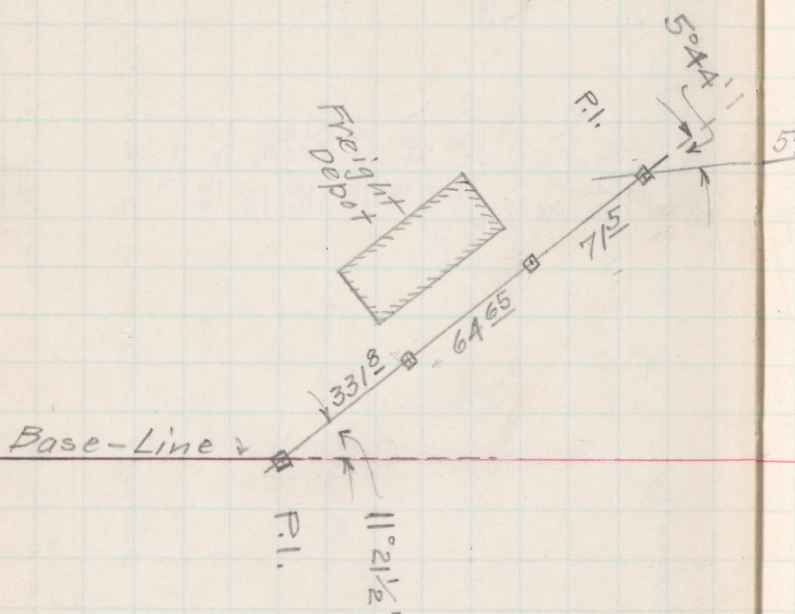
|     |        |     |                  |
|-----|--------|-----|------------------|
| 20) | 26°    | Lt. | 20 <sup>4</sup>  |
| 21) | 8°     | Lt. | 32 <sup>34</sup> |
| 22) | 0°     |     | 45 <sup>79</sup> |
| 23) | 8°15'  | Rt. | 73 <sup>25</sup> |
| 24) | 10°30' | Rt. | 87 <sup>31</sup> |
| 25) | 14°50' | Rt. | 129 <sup>6</sup> |
| 26) | 15°50' | Rt. | 143 <sup>2</sup> |

Set up over "I" Foresight on "F"

|     |        |     |                  |
|-----|--------|-----|------------------|
| 27) | 13°25' | Rt. | 123 <sup>3</sup> |
| 28) | 16°    | Rt. | 87 <sup>5</sup>  |

Set up over "I" Foresight on "F" - Plunge

|     |     |     |                  |
|-----|-----|-----|------------------|
| 29) | 25° | Lt. | 24 <sup>85</sup> |
|-----|-----|-----|------------------|



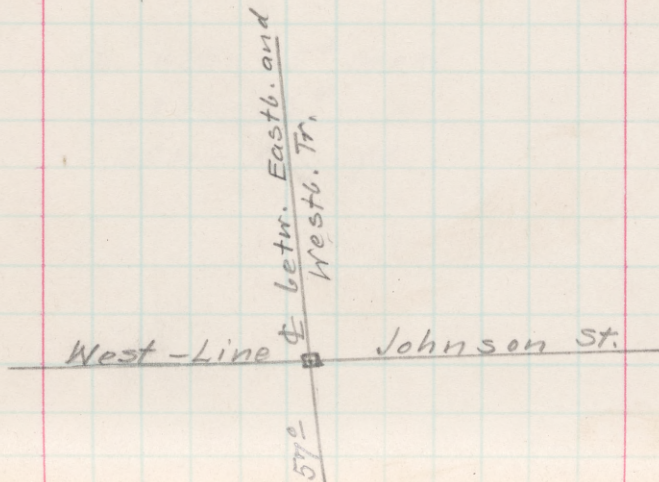


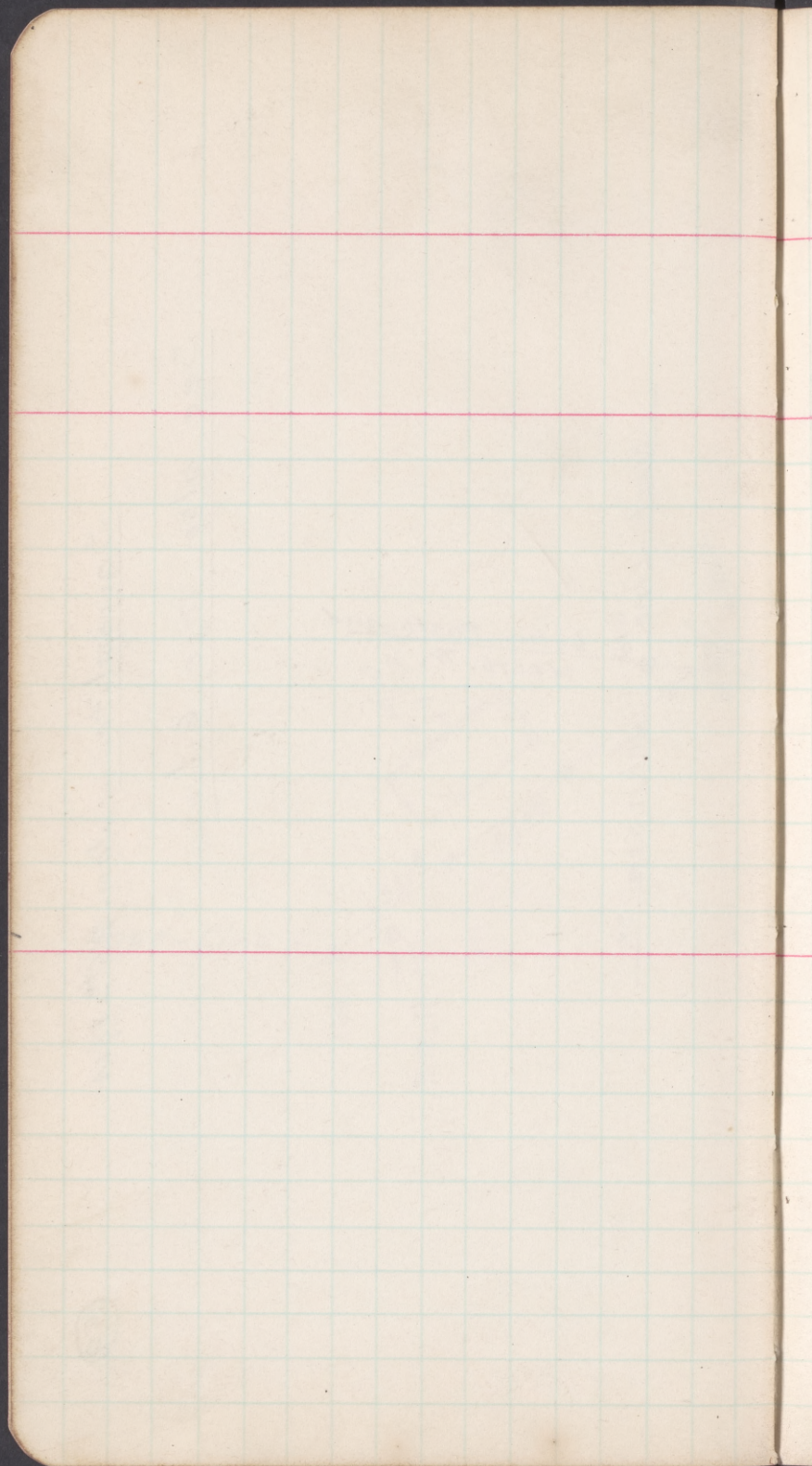
Sausalito.

Jan. 26<sup>th</sup> 1914

(59)

See also Page 6!







Novato.

Jan. 27<sup>th</sup> - 1914

(60)

④ 170 - 65# steel

1292 - 56# "

---

1462 lin. ft.

① 618 - 65# steel

4106 - 56# "

---

4724 lin. ft.

③ 227 - 65# steel

354 - 50# iron

---

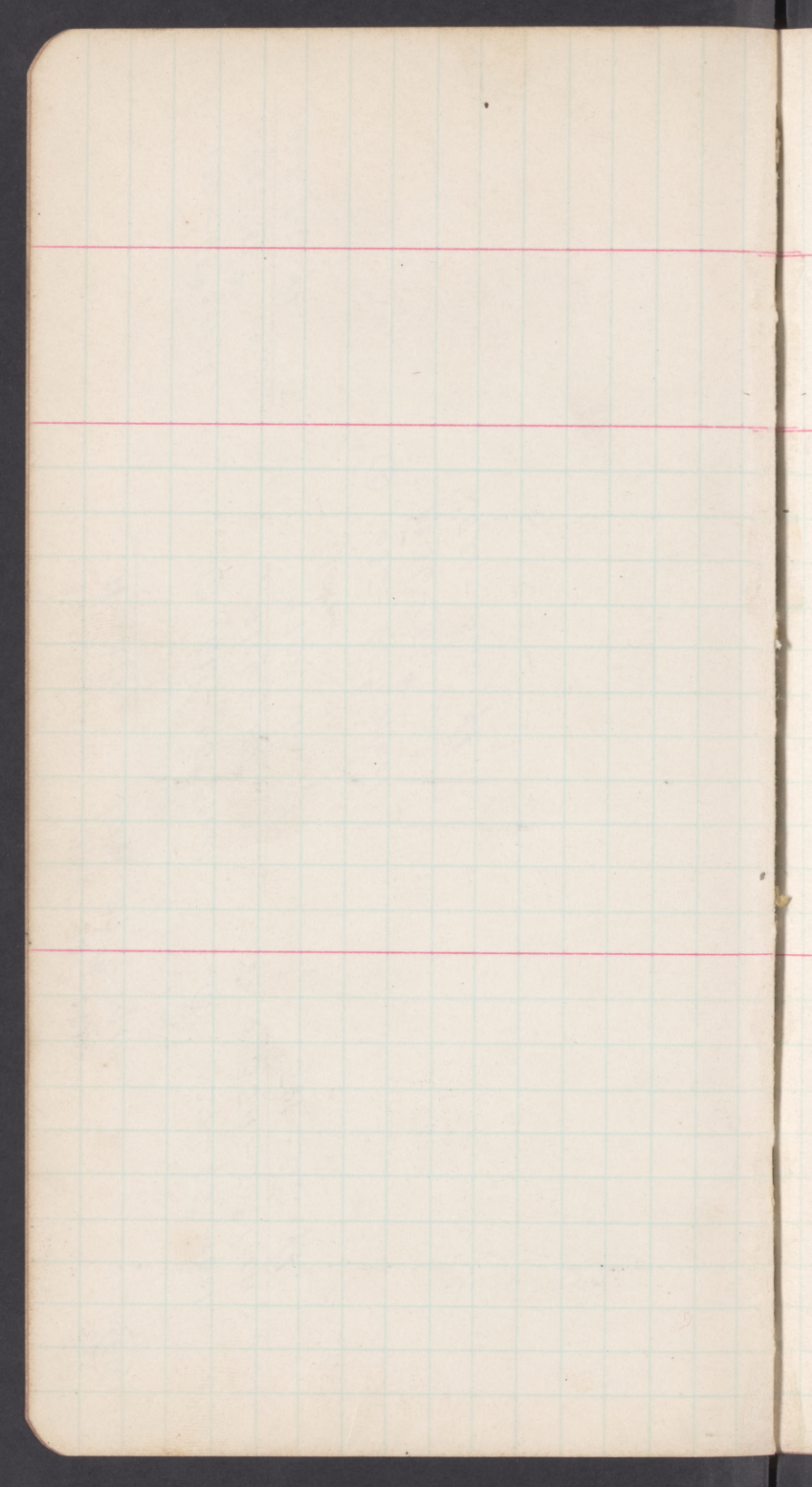
581 - lin. ft.

② 685 - 65# steel

1836 - 56# "

---

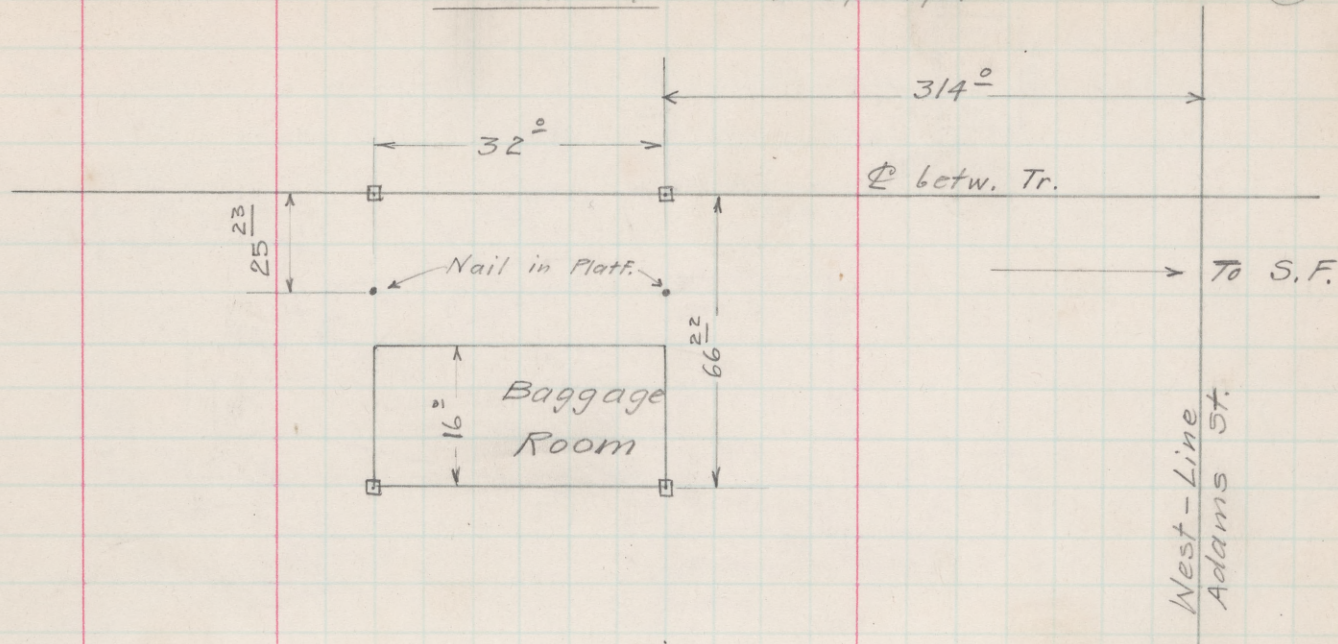
2521 - lin. ft.

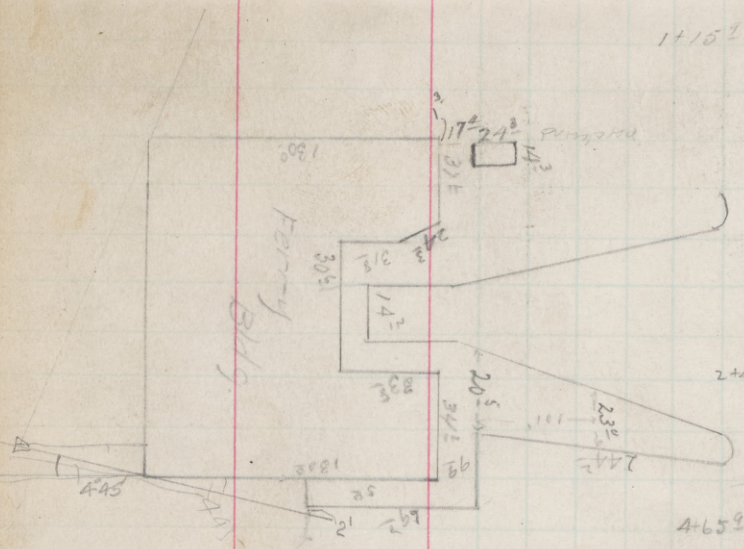




Petaluma Jan. 29<sup>th</sup> 1914

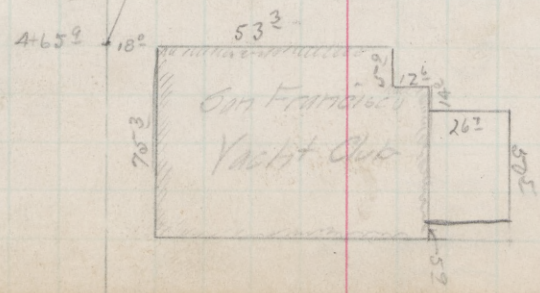
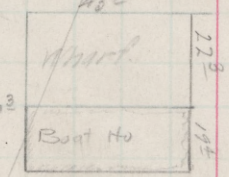
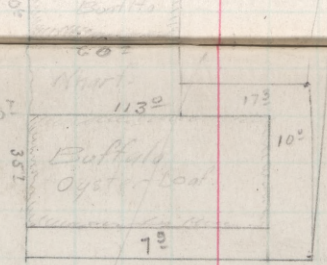
(61)





110'

Water St.

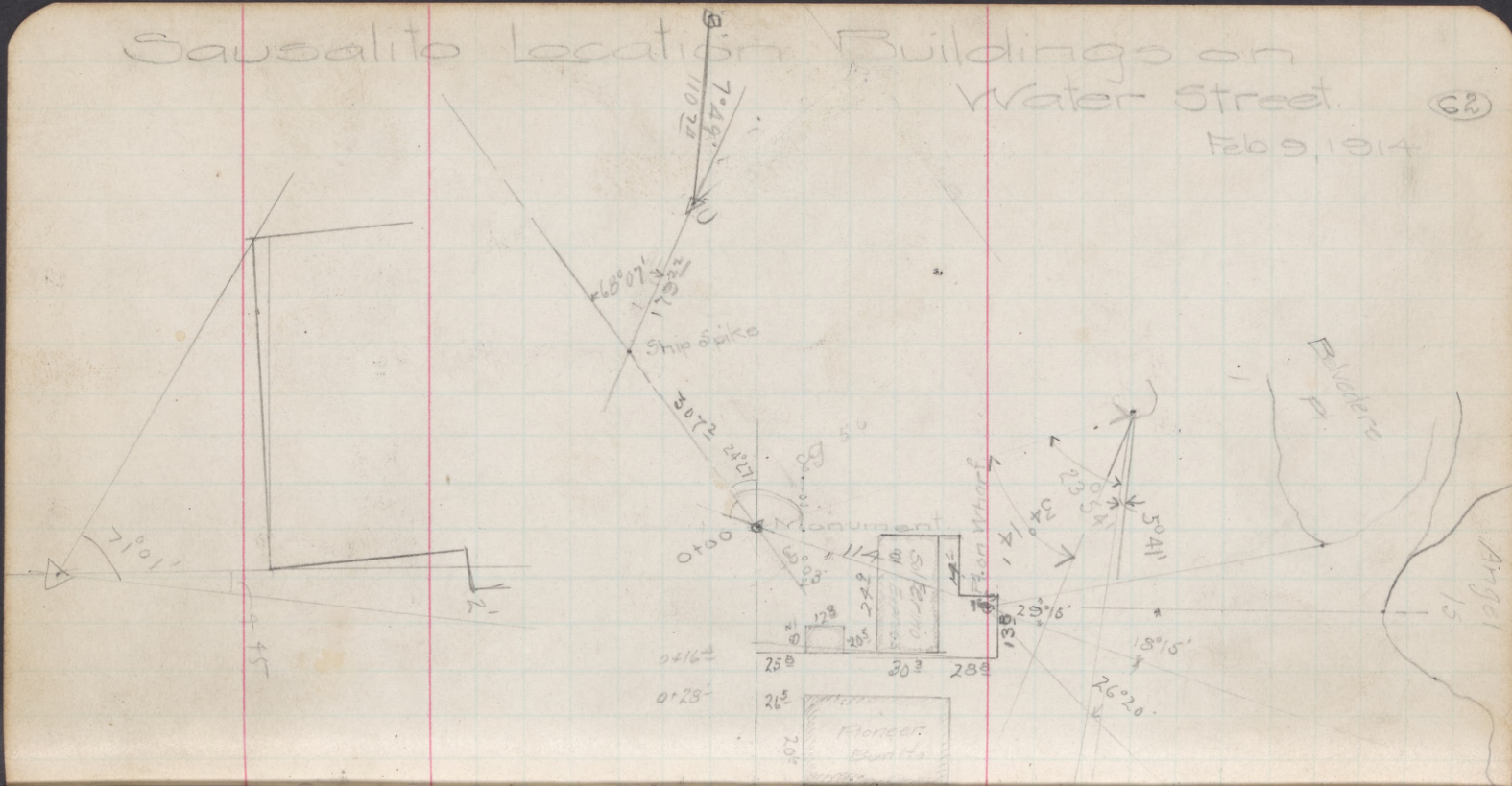




# Sausalito Location Buildings on Water Street

(62)

Feb 9, 1914



641

+50

640

+50

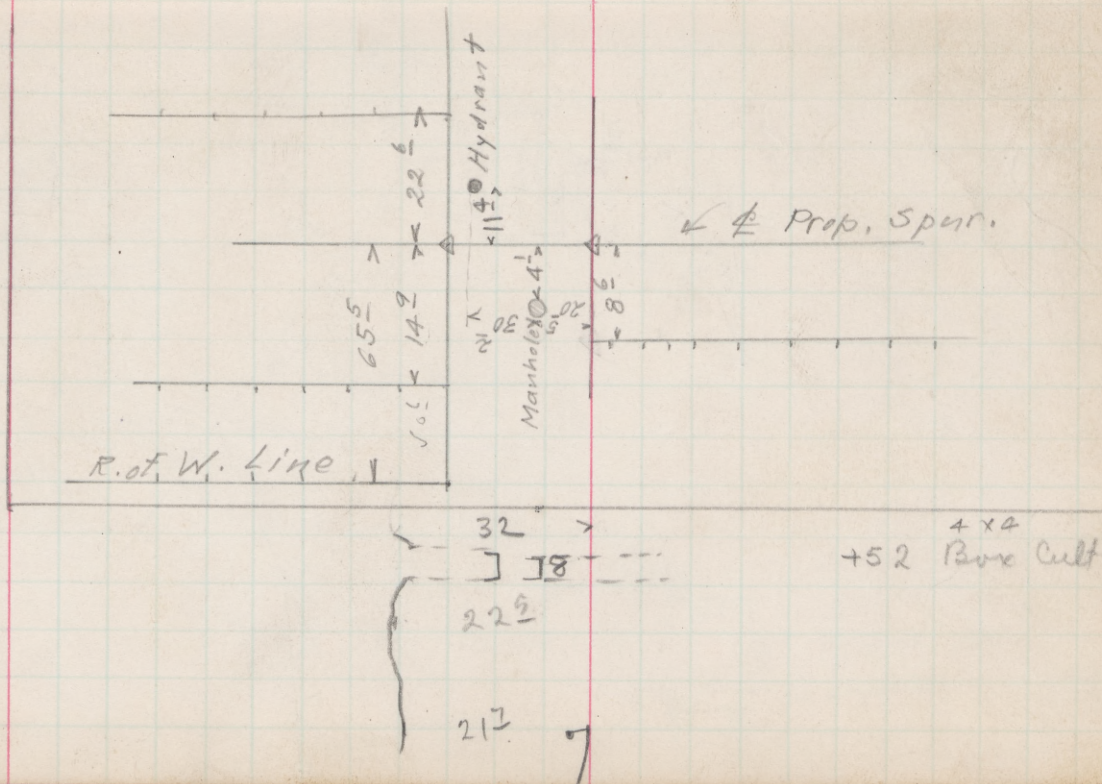
639

+50

638

450

637

 $636 + 82^9$ 



4 Wires for  
Light - Service  
13 Ft. above Platform

July 9<sup>th</sup> - 1914  
See also page 44!

♀ Prob. Spurt

A.W. Banks  
Foreman

See also Page 68!

(63)

45 + 50

 $\frac{0}{0}$  $\frac{-0^3}{3} \frac{-1^0}{6}$  $\frac{1^0}{21} \frac{2^0}{29}$  $38+00 \div \frac{-0^2}{3} \frac{-1^1}{6} \frac{-1^1}{10} \frac{-2^2}{13} \frac{-3^1}{21} \frac{-3^1}{29}$ 

45 + 00

 $\frac{0}{0}$  $\frac{-0^3}{3} \frac{-1^0}{6}$  $\frac{-1^0}{19}$  $\frac{-2^3}{29}$ 

44 + 50

 $\frac{0}{0}$  $\frac{-0^3}{3} \frac{-1^0}{6} \frac{0^1}{15}$  $\frac{-1^0}{19}$  $\frac{-1^0}{29}$ 

44 + 00

 $\frac{0}{0}$  $\frac{-0^4}{3} \frac{1^0}{6} \frac{-0^5}{11}$  $\frac{-1^0}{17}$  $\frac{-0^1}{29}$ 

43 + 50

 $\frac{0}{0}$  $\frac{-0^3}{3} \frac{-0^7}{8} \frac{-1^1}{13}$  $\frac{-0^8}{18}$  $\frac{-0^7}{29}$ 

43 + 00

 $\frac{0}{0}$  $\frac{-0^4}{3} \frac{-1^0}{6} \frac{-0^5}{15}$  $\frac{+0^1}{21}$  $\frac{-0^6}{29}$ 

42 + 50

 $\frac{0}{0}$  $\frac{0}{8} \frac{0}{15} \frac{+0^5}{21}$  $\frac{-0^1}{24}$  $\frac{-0^3}{29}$ 

42 + 00

 $\frac{0}{0}$  $\frac{0}{6} \frac{+0^2}{14} \frac{+0^3}{22}$ 

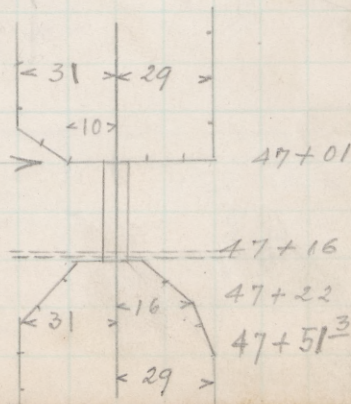
—

 $\frac{0^0}{29}$ 

To Cazadero

Trestle 21-C - 47+00 }  
to 47+16 } $\frac{-10^0}{31} \frac{-9^1}{25} \frac{-9^3}{20} \frac{-9^3}{15} \frac{-9^8}{10} \frac{-9^1}{5} \frac{-8^1}{0} \frac{-8^6}{3} \frac{-7^8}{15} \frac{-6^8}{22} \frac{-5^4}{29}$  $\frac{-7^1}{31} \frac{-8^4}{24} \frac{-9^5}{12} \frac{-9^2}{3} \frac{-8^1}{0} \frac{-8^1}{3} \frac{-8^6}{10} \frac{-8^7}{20} \frac{-7^8}{28} \frac{-6^8}{33} \frac{-4^1}{37}$ 

46+86

Prop. 3 Ft. Pipe  
at 47+1247+27<sup>3</sup>



Woodacre.

April 14<sup>th</sup> - 1914

(64)

£Rt.

|       |               |                  |                  |                   |                   |                   |                   |                   |                   |       |               |                  |                   |                   |                   |                   |                   |
|-------|---------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------|---------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| 49+00 | $\frac{0}{0}$ | $\frac{0}{3}$    | $\frac{-0^7}{6}$ | $\frac{-1^0}{9}$  | $\frac{-0^6}{14}$ | $\frac{-0^9}{18}$ | $\frac{0^9}{31}$  | $\frac{-2^7}{28}$ | $\frac{-3^0}{35}$ | 41+50 | $\frac{0}{0}$ | $\frac{-0^3}{6}$ | $\frac{+0^4}{12}$ | $\frac{+1^1}{20}$ | $\frac{+1^0}{29}$ |                   |                   |
| 48+50 | $\frac{0}{0}$ | $\frac{0}{3}$    | $\frac{-0^9}{5}$ | $\frac{-0^3}{7}$  | $\frac{-0^3}{10}$ | $\frac{-0^3}{13}$ | $\frac{-1^9}{19}$ | $\frac{-3^4}{29}$ | $\frac{-4^7}{35}$ | 41+00 | $\frac{0}{0}$ | $\frac{0}{6}$    | $\frac{0}{13}$    | $\frac{+0^2}{18}$ | $\frac{-1^0}{24}$ | $\frac{+1^1}{29}$ |                   |
| 48+00 | $\frac{0}{0}$ |                  |                  | $\frac{0}{7}$     | $\frac{-1^2}{11}$ | $\frac{-1^2}{17}$ | $\frac{-1^3}{22}$ | $\frac{-4^7}{29}$ | $\frac{-5^1}{35}$ | 40+50 | $\frac{0}{0}$ | $\frac{-0^2}{7}$ | $\frac{-0^2}{14}$ | $\frac{-0^4}{23}$ | $\frac{-1^1}{29}$ |                   |                   |
| 47+50 | $\frac{0}{0}$ | $\frac{-0^3}{3}$ | $\frac{-1^1}{5}$ | $\frac{-1^2}{10}$ | $\frac{-2^2}{23}$ |                   |                   | $\frac{-5^2}{29}$ | $\frac{-6^7}{35}$ | 40+00 | $\frac{0}{0}$ | $\frac{-0^1}{3}$ | $\frac{-0^9}{6}$  | $\frac{0}{13}$    | $\frac{-1^0}{19}$ | $\frac{-1^3}{29}$ |                   |
| 47+00 | $\frac{0}{0}$ | $\frac{-0^9}{6}$ |                  | $\frac{-2^5}{11}$ | $\frac{5^5}{18}$  |                   |                   | $\frac{-4^7}{29}$ |                   | 39+50 | $\frac{0}{0}$ | $\frac{-0^2}{3}$ | $\frac{-0^9}{5}$  | $\frac{-0^9}{8}$  | $\frac{-0^9}{13}$ | $\frac{-1^9}{20}$ | $\frac{-2^0}{29}$ |
| 46+50 | $\frac{0}{0}$ | $\frac{1^0}{6}$  |                  | $\frac{-1^0}{12}$ | $\frac{3^1}{17}$  |                   |                   | $\frac{-3^0}{29}$ |                   | 39+00 | $\frac{0}{0}$ | $\frac{0}{3}$    | $\frac{-0^8}{6}$  | $\frac{-2^2}{13}$ | $\frac{-2^3}{20}$ | $\frac{-2^6}{29}$ |                   |
| 46+00 | $\frac{0}{0}$ | $\frac{0}{3}$    | $\frac{-0^9}{5}$ |                   | $\frac{-1^0}{19}$ |                   |                   | $\frac{-2^7}{29}$ |                   | 38+50 | $\frac{0}{0}$ | $\frac{0}{3}$    | $\frac{-1^0}{6}$  | $\frac{-1^0}{9}$  | $\frac{-2^7}{13}$ | $\frac{-3^1}{21}$ | $\frac{-3^0}{29}$ |
| 45+50 | $\frac{0}{0}$ |                  | $\frac{-0^3}{3}$ | $\frac{-1^0}{5}$  |                   |                   | $\frac{1^0}{19}$  | $\frac{2^0}{29}$  |                   | 38+00 | $\frac{0}{0}$ | $\frac{-0^2}{3}$ | $\frac{-1^1}{6}$  | $\frac{-1^1}{9}$  | $\frac{-2^2}{13}$ | $\frac{-3^1}{21}$ | $\frac{-3^1}{29}$ |

To Cazadero

$49+50$

$$\frac{0}{0} \quad \frac{0}{3} \quad \frac{-1^0}{6} \quad \frac{-0^2}{10} \quad \frac{-0^8}{14} \quad \frac{-1^0}{17} \quad \frac{-1^0}{23} \quad \frac{-2^4}{29} \quad \frac{-3^0}{35}$$

$50+00$

$$\frac{0}{0} \quad \frac{-0^1}{3} \quad \frac{-1^0}{6} \quad \frac{-1^0}{11} \quad \frac{-1^0}{17} \quad \frac{-1^0}{22} \quad \frac{-2^0}{29} \quad \frac{-3^0}{35}$$

$50+50$

$$\frac{0}{0} \quad \frac{-0^3}{3} \quad \frac{-0^0}{6} \quad \frac{-1^0}{10} \quad \frac{-0^6}{14} \quad \frac{-0^8}{21} \quad \frac{-2^1}{29} \quad \frac{-2^7}{35}$$

$51+00$

$$\frac{0}{0} \quad \frac{0}{3} \quad \frac{0^9}{6} \quad \frac{-1^0}{10} \quad \frac{-0^8}{15} \quad \frac{-1^0}{22} \quad \frac{-1^7}{29} \quad \frac{-2^4}{35}$$

$51+50$

$$\frac{0}{0} \quad \frac{-0^3}{3} \quad \frac{-1^0}{6} \quad \frac{-1^0}{10} \quad \frac{-0^8}{14} \quad \frac{-0^9}{19} \quad \frac{-1^8}{29} \quad \frac{-2^2}{35}$$

$52+00$

$$\frac{0}{0} \quad \frac{0}{3} \quad \frac{-1^1}{6} \quad \frac{-0^9}{14} \quad \frac{-1^1}{18} \quad \frac{-1^1}{22} \quad \frac{-1^7}{29} \quad \frac{-2^0}{35}$$

42

Rt.

To Cazadero  
↑



38+51<sup>9</sup> P.S.  
(New)

39+11<sup>2</sup>

Heel #10 Frog

40+15

Proposed  
C.G. and  
Fences

42+95

R.O.F.W. Line

R.O.F.W. Line

< 31° > < 29° >

47+38<sup>1</sup> P.S.  
(Present)

1-30 Ft. Rail

1-15" Point

15" Frog

60 Ft. P.S. - Heel

< 14° >

→ To S.F.

Woodacre

April 14<sup>th</sup> 1914

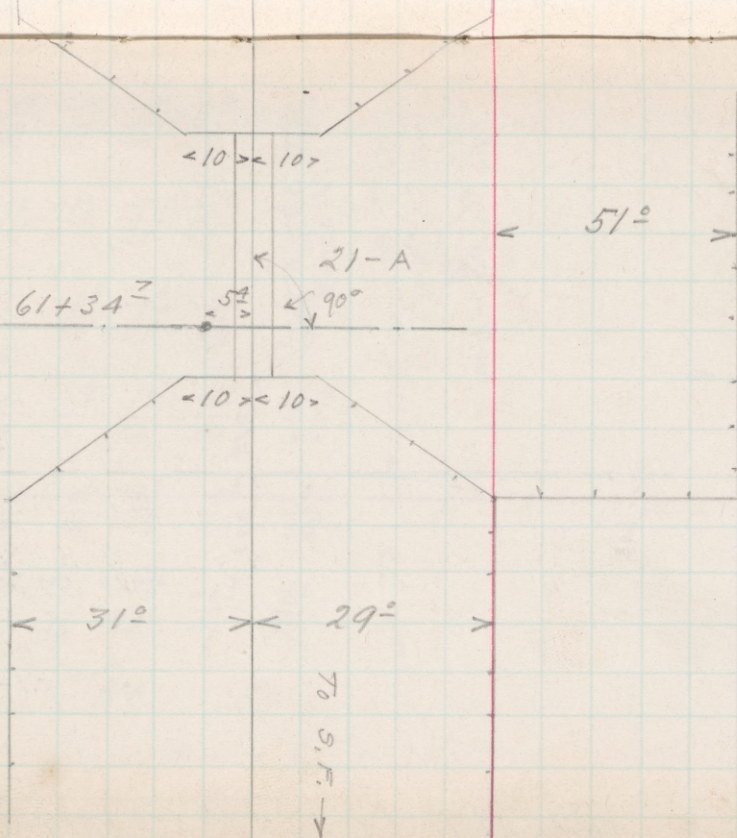
61+11

61+22<sup>4</sup>

61+36<sup>2</sup>

61+48<sup>4</sup>

61+52<sup>8</sup>





60+25

62

Lt.Rt.

(66)

61+25

Cazadero

$$\frac{-12^9}{40} \quad \frac{12^9}{30} \quad \frac{-13^9}{20} \quad \frac{-13^9}{10} \quad \frac{-12^9}{0} \quad \frac{-11^9}{8} \quad \frac{-10^8}{13} \quad \frac{-10^9}{18} \quad \frac{-9^7}{23} \quad \frac{-9^2}{28} \quad \frac{-8^7}{33} \quad \frac{-8^1}{38} \quad \frac{-7^6}{43} \quad \frac{-7^2}{48}$$

61+36<sup>9</sup>

$$\frac{-12^5}{40} \quad \frac{-11^9}{30} \quad \frac{-11^7}{20} \quad \frac{-11^9}{10} \quad \frac{-12^9}{0} \quad \frac{-11^7}{4} \quad \frac{-11^2}{9} \quad \frac{-11^3}{14} \quad \frac{-11^9}{19} \quad \frac{-10^1}{24} \quad \frac{-9^5}{29} \quad \frac{-9^9}{34} \quad \frac{-8^6}{39} \quad \frac{-8^2}{44}$$

61+52<sup>8</sup>

To

$$\frac{-11^9}{40} \quad \frac{-10^8}{30} \quad \frac{-9^9}{25} \quad \frac{-1^9}{10} \quad \frac{0}{0} \quad \frac{-0^8}{5} \quad \frac{-0^8}{4} \quad \frac{-2^9}{9} \quad \frac{-5^3}{14} \quad \frac{-7^5}{19} \quad \frac{-9^9}{24} \quad \frac{-9^2}{29} \quad \frac{-9^4}{34} \quad \frac{-8^4}{39} \quad \frac{-8^2}{44}$$

61+67<sup>9</sup>

↑

$$\frac{-10^9}{30} \quad \frac{-9^9}{25} \quad \frac{-1^1}{10} \quad \frac{-1^2}{5} \quad \frac{-0^1}{3} \quad \frac{0}{0} \quad \frac{-0^8}{5} \quad \frac{-0^8}{13} \quad \frac{-8^2}{23} \quad \frac{-8^2}{29} \quad \text{Transv. Level}$$

Woodacre.April 14<sup>th</sup> - 1914

$$< 31^9 > 29^9 >$$

61+11<sup>6</sup>

|                       |                    |                    |
|-----------------------|--------------------|--------------------|
| +50                   | 4 <sup>-</sup>     | 200 <sup>-</sup>   |
| 46+00                 | 5 <sup>-</sup>     | 199 <sup>-</sup>   |
| +50                   | 6 <sup>0</sup>     | 198 <sup>8</sup>   |
| 45+00                 | 6 <sup>9</sup>     | 197 <sup>7</sup>   |
| +50                   | 7 <sup>8</sup>     | 197 <sup>0</sup>   |
| 44+00                 | 8 <sup>7</sup>     | 196 <sup>1</sup>   |
| +50                   | 9 <sup>6</sup>     | 195 <sup>2</sup>   |
| 43+00                 | 10 <sup>4</sup>    | 194 <sup>4</sup>   |
| +50                   | 11 <sup>4</sup>    | 193 <sup>4</sup>   |
| T.P. 3 <sup>706</sup> | 196 <sup>921</sup> | 11 <sup>635</sup>  |
|                       |                    | 193 <sup>215</sup> |
| 42+00                 | 4 <sup>3</sup>     | 192 <sup>6</sup>   |
| +50                   | 5 <sup>3</sup>     | 191 <sup>6</sup>   |
| 41+00                 | 6 <sup>1</sup>     | 190 <sup>8</sup>   |
| +50                   | 7 <sup>0</sup>     | 189 <sup>9</sup>   |
| 40+00                 | 7 <sup>9</sup>     | 189 <sup>0</sup>   |
| +50                   | 8 <sup>5</sup>     | 188 <sup>4</sup>   |
| 39+00                 | 9 <sup>9</sup>     | 187 <sup>0</sup>   |
| 38+50                 | 10 <sup>8</sup>    | 186 <sup>1</sup>   |

To cazadero



Woodacre. April 14<sup>th</sup> 1914

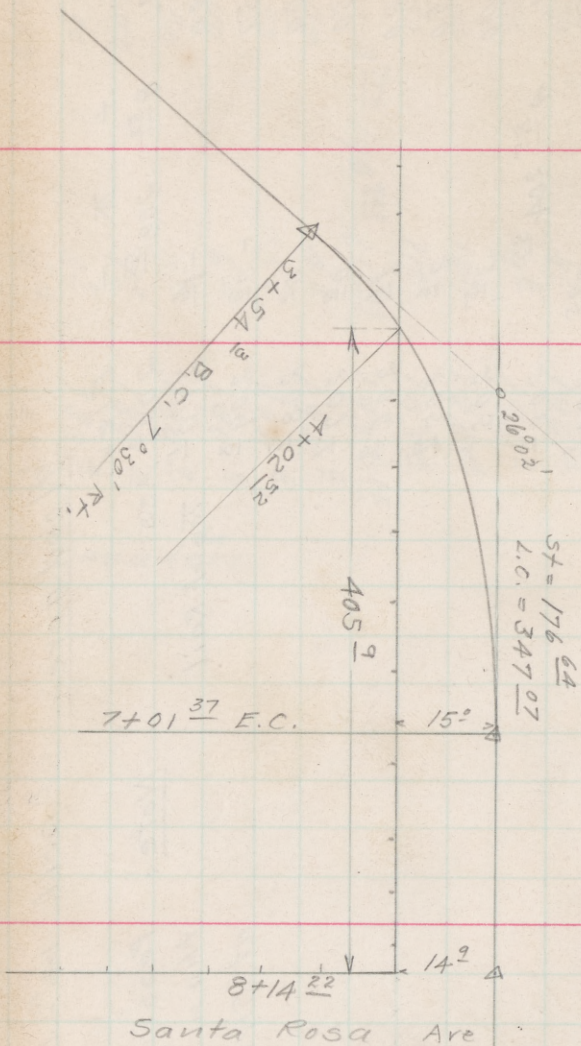
| Sta.  | +               | ⌈ -               | Elev.                        |
|-------|-----------------|-------------------|------------------------------|
| B.M.  | 8 <sup>52</sup> | 208 <sup>52</sup> | 200 <sup>0</sup> Ass.        |
| 52+00 |                 | -1 <sup>6</sup>   | 210 <sup>1</sup> Top of Rail |
| +50   |                 | -0 <sup>8</sup>   | 209 <sup>3</sup>             |
| 51+00 |                 | 0 <sup>0</sup>    | 208 <sup>5</sup>             |
| +50   |                 | 0 <sup>8</sup>    | 207 <sup>7</sup>             |
| 50+00 |                 | 1 <sup>6</sup>    | 206 <sup>9</sup>             |
| +50   |                 | 2 <sup>6</sup>    | 205 <sup>9</sup>             |
| 49+00 |                 | 3 <sup>5</sup>    | 205 <sup>0</sup>             |
| B.M.  | 4 <sup>85</sup> | 204 <sup>85</sup> | 200 <sup>0</sup>             |
| 48+50 |                 | 0 <sup>75</sup>   | 204 <sup>1</sup>             |
| 48+00 |                 | 1 <sup>55</sup>   | 203 <sup>3</sup>             |
| +50   |                 | 2 <sup>35</sup>   | 202 <sup>5</sup>             |
| 47+00 |                 | 3 <sup>3</sup>    | 201 <sup>5</sup>             |
| +50   |                 | 4 <sup>1</sup>    | 200 <sup>7</sup>             |
| 46+00 |                 | 5 <sup>1</sup>    | 199 <sup>7</sup>             |

Note: <sup>Track</sup> Passing 115 0<sup>5</sup> Ft. Lower than Main-Line, except at switches.

0+00 P.S. of Spur  
+ 73<sup>13</sup> Ft. # 7040' Frog

Sebastopol

July 16<sup>th</sup> - 1914





Manor.

April 24<sup>th</sup> - 1913

(68)

631+00

$$\frac{-11^5}{43} \quad \frac{-16^5}{38} \quad \frac{-17^8}{26} \quad \frac{-6^3}{16} \quad \frac{-3^1}{13} \quad \frac{+0^4}{10} \quad \frac{+0^5}{55} \quad \frac{0}{5} \quad \frac{0}{0}$$

< Creek >

631+20

$$\frac{-14^3}{45} \quad \frac{-17}{40} \quad \frac{-17}{27} \quad \frac{-5^0}{23} \quad \frac{-3^0}{16} \quad \frac{0^0}{12} \quad \frac{+0^6}{10} \quad \frac{+0^6}{55} \quad \frac{0}{5} \quad \frac{0}{0}$$

< Creek > x Rock  
Wall

631+40

$$\frac{-11^6}{62} \quad \frac{-13^6}{59} \quad \frac{-17^6}{49} \quad \frac{-17}{38} \quad \frac{-7^0}{24} \quad \frac{-1^0}{17} \quad \frac{+0^6}{11} \quad \frac{+0^7}{55} \quad \frac{0}{5} \quad \frac{0}{0}$$

< Creek >

631+60

$$\frac{-15^0}{44} \quad \frac{-15^5}{32} \quad \frac{-4^0}{26} \quad \frac{-0^6}{19} \quad \frac{0^0}{16} \quad \frac{+0^8}{14} \quad \frac{+0^9}{6} \quad \frac{0}{5} \quad \frac{0}{0}$$

< Cr. > x Rock  
Wall

631+80

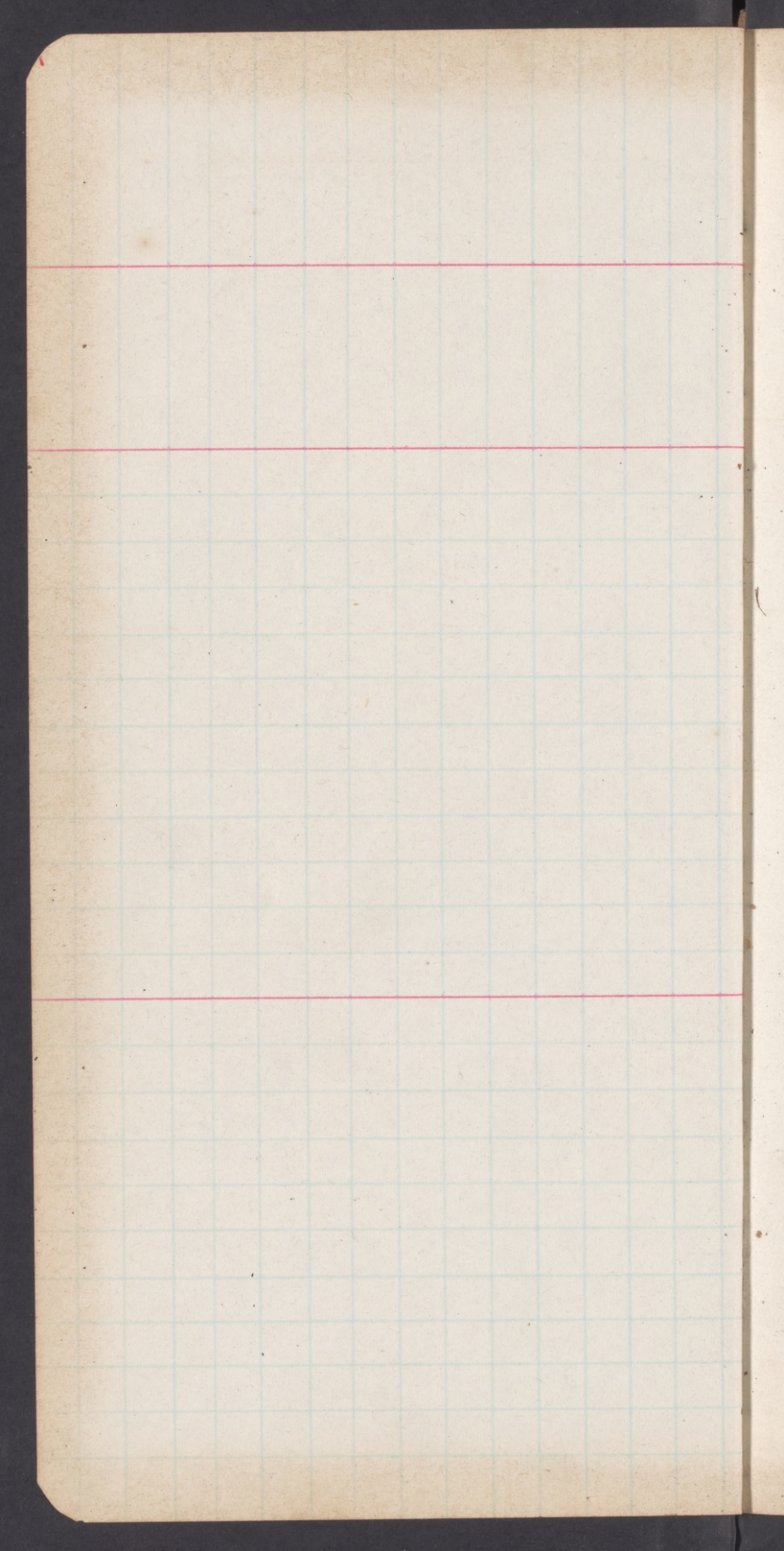
$$\frac{-17^0}{65} \quad \frac{-17^5}{57} \quad \frac{-15^6}{44} \quad \frac{-6^0}{26} \quad \frac{-1^6}{18} \quad \frac{-0^3}{15} \quad \frac{+0^8}{13} \quad \frac{+0^8}{6} \quad \frac{0}{5} \quad \frac{0}{0}$$

< Cr. >

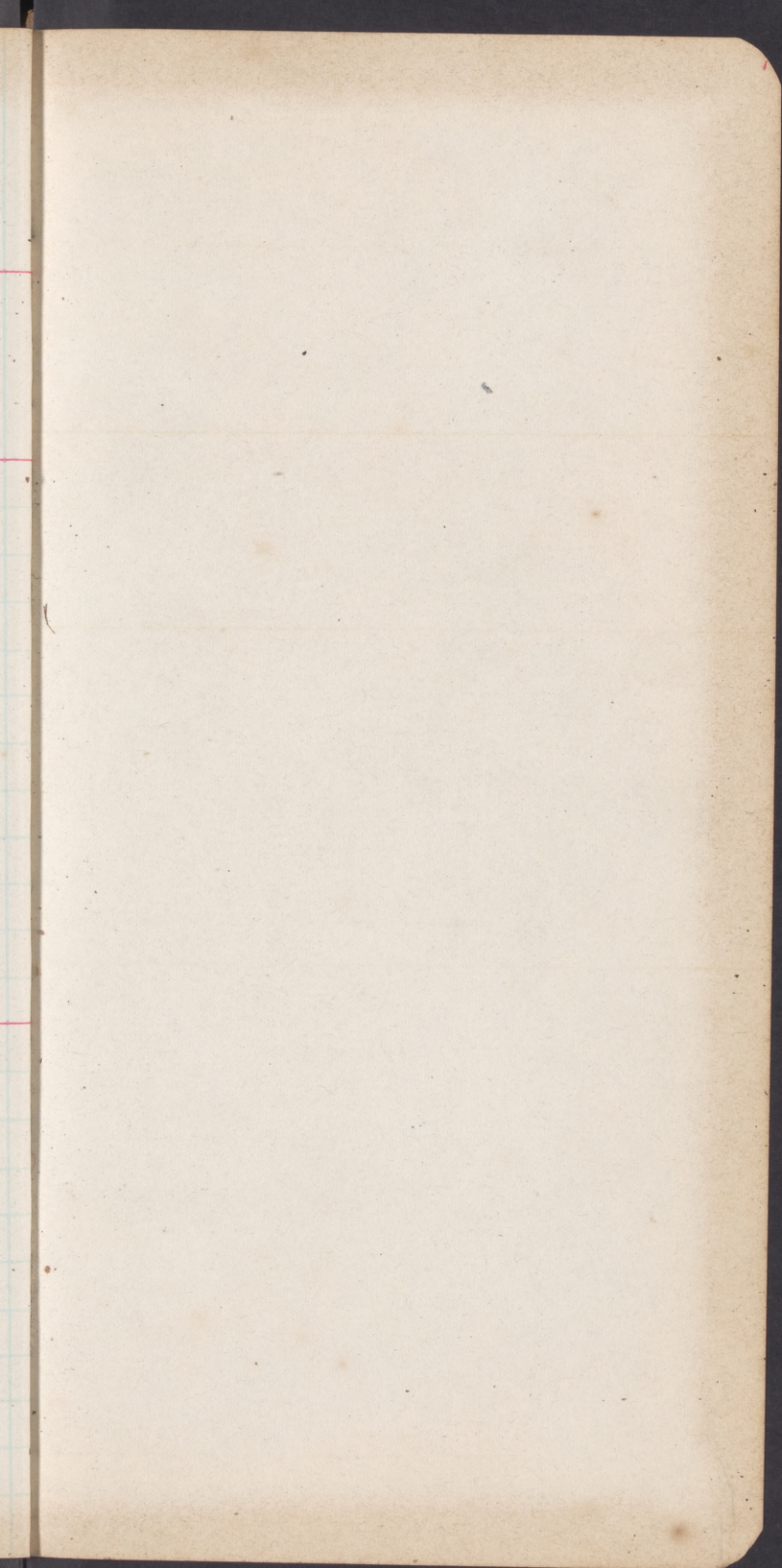
632+00

$$\frac{-6^0}{45} \quad \frac{-5^2}{32} \quad \frac{-6^0}{26} \quad \frac{-1^7}{17} \quad \frac{+0^8}{13} \quad \frac{+0^9}{6} \quad \frac{0}{5} \quad \frac{0}{0}$$

pitch







177 1/2

43

220 1/2

188

32 1/2

Total 856 ft

Fill Track 500 ft

Mason Spur 356 ft. taken out

100.00  
82.85  
17.15

6.34

pegam



1791.60  
212.52  
108  
108

